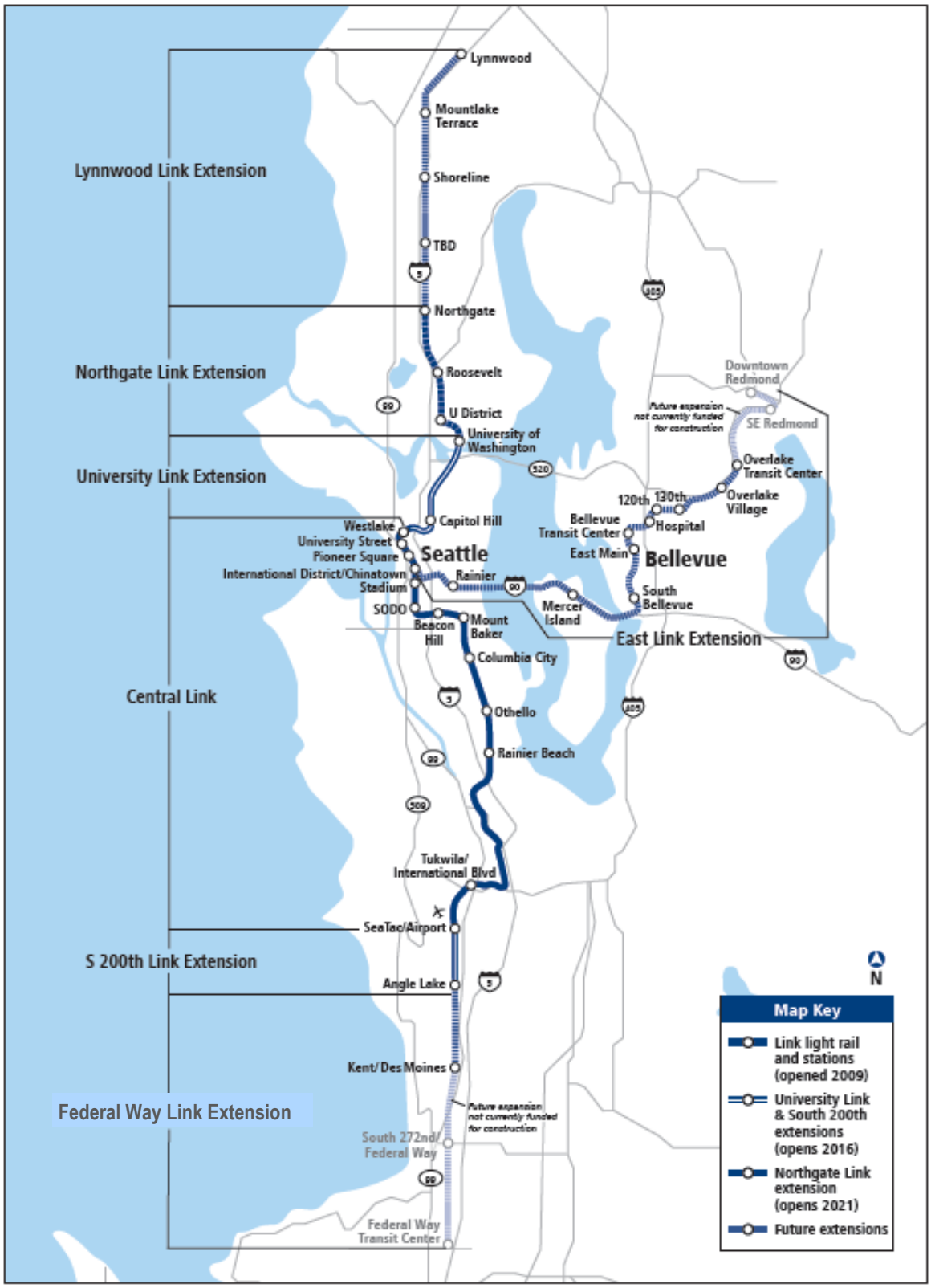
Progress Report
Link Light Rail Program

Stressing tendons at column pier in preparation for advancement of segmental guideway construction at South 200th Link Extension.

June | 2014

SOUNDTRANSIT

Prepared by Project Control & VE | Design, Engineering & Construction Management



Map of Sound Transit's current and future light rail projects.

Projects

University Link Extension: The University Link Extension work program with $1.76 billion capital budget was approved by the Board in July 2008. The 3.15-mile light rail segment is located entirely underground with tunnels traveling from Pine Street, under the I-5 freeway to an underground station at Capitol Hill, continuing north beneath SR 520 and the Lake Washington Ship Canal to an underground station on the University of Washington campus, near Husky Stadium.

Northgate Link Extension: The University of Washington Station (UWS) to Northgate project is a 4.3-mile extension of light rail from the UWS north under campus via twin-bored tunnels to an underground station at NE 45th Street continuing to an underground station at NE 65th Street and via tunnel, retained cut and elevated sections to Northgate. The project is in Final Design and Construction. Revenue Service date is September 2021.

Lynnwood Link Extension: This project entails the planning, design and construction of an extension of Northgate Link from Northgate to Lynnwood in Snohomish County with additional service in the cities of Shoreline and Mountlake Terrace. The draft environmental impact statement (DEIS) was published in July 2013.

East Link Extension: East Link Extension expands light rail to East King County via I-90 from Downtown Seattle to the Overlake Transit Center area of Redmond, with stations serving Rainier Avenue/I-90, Mercer Island, South Bellevue, Downtown Bellevue, Overlake Hospital, the Bel-Red corridor, Overlake Village and the Overlake Transit Center. Revenue service to the Overlake Transit Center is forecast for early 2023 with a tunnel route in Downtown Bellevue.

Initial Segment: Completed 13.9-mile light rail line between downtown Seattle and South 154th Street in the City of Tukwila. Revenue service began on July 18, 2009.

Airport Link: Completed 1.7-mile extension of the Initial Segment to Sea-Tac International Airport. Revenue service began on December 19, 2009.

South 200th Link Extension: S. 200th Link Extension consists of a 1.6-mile extension of the light rail from the SeaTac/Airport Station to an elevated station at South 200th Street. The Project is being developed through a design-build (DB) delivery strategy and the anticipated service launch is September 2016.

Federal Way Link Extension: Sound Transit has initiated studies to identify and evaluate routing and station location requirements to inform conceptual engineering and environmental review for the extension of light rail to the Federal Way Transit Center; with preliminary engineering to be completed on the segment extending from S. 200th St. to Kent/Des Moines in the vicinity of Highline Community College. The proposed budget for this effort is $41.8M.

Tacoma Link Expansion: In partnership with the City of Tacoma and Pierce Transit, Sound Transit is studying the potential of expanding Tacoma Link in the context of the City and Pierce Transit service and capital plans.

Link Operations and Maintenance Satellite Facility: Sound Transit is reviewing and evaluating current and future light rail storage and maintenance requirements to support the development, design, and construction of a future light rail operations and maintenance facility for proposed system expansion.

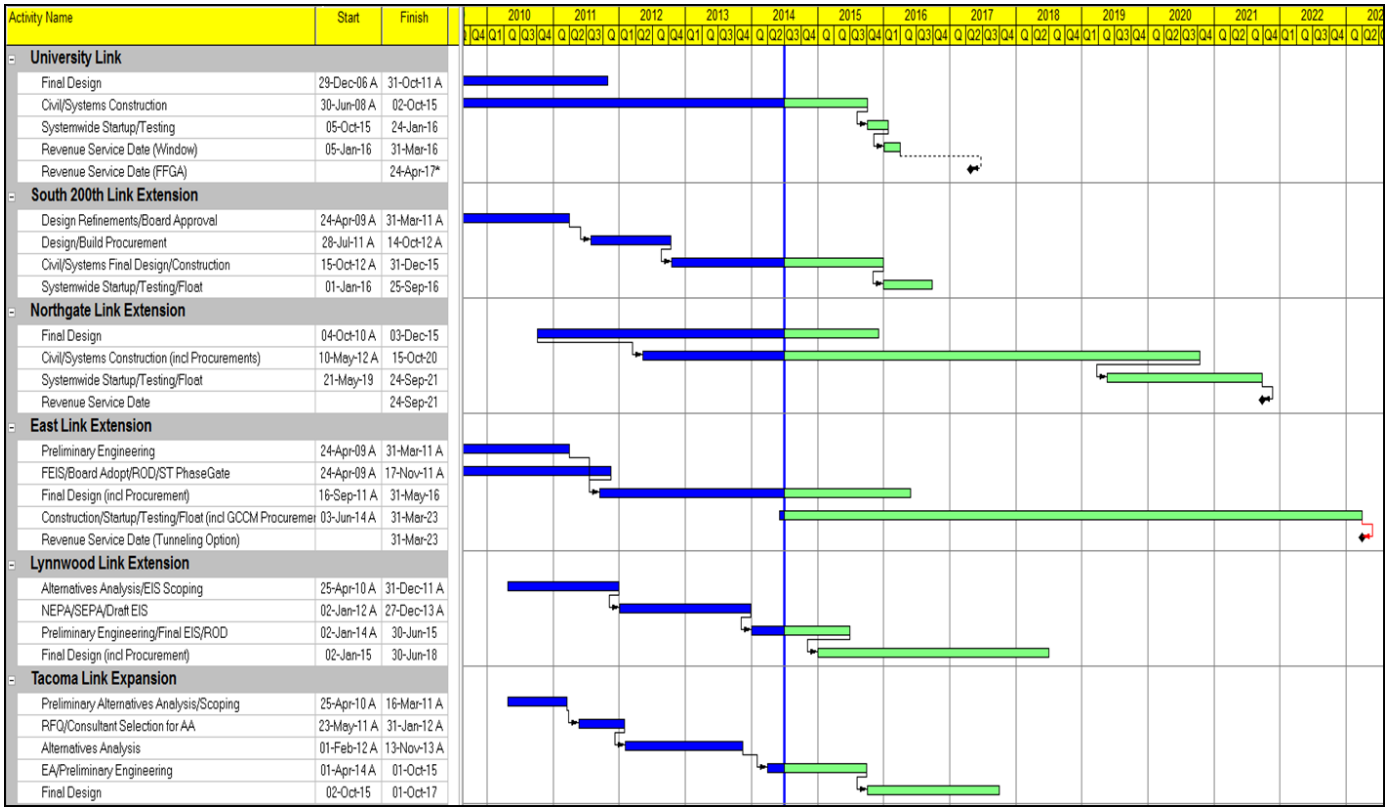
Program Budget

Project	Adopted Budget	Committed to Date	Incurred to Date
University Link[3]	$1,947.7	$1,645.7	$1,417.2
Northgate Link Extension[2, 3]	$2,131.4	$744.4	$303.8
Lynnwood Link Extension[1]	$57.1	$42.5	$28.5
East Link[2]	$798.3	$285.8	$215.5
Initial Segment[4]	$2,433.7	$2,323.7	$2,296.3
Airport Link[4]	$261.6	$261.3	$260.8
S. 200th Link Extension[3]	$383.2	$294.8	$150.7
Federal Way Link Extension[1]	$41.8	$13.9	$9.7
Tacoma Link Expansion [1,5]	$5.8	$1.8	$2.2
Link Operations & Maintenance Satellite Facility[1]	$32.6	$26.9	$26.7
Total	**$8,093.2**	**$5,640.8**	**$4,711.4**

Table figures in millions (1) Preliminary Engineering Phase; (2) Final Design Phase ; (3) Construction Phase; (4) In Service, (5) Updated Quarterly.

Program Schedule

Schedules for active projects are summarized below.



Changes this period: No changes this period.

Scope

Limits: 3.15-mile extension of the Initial Segment light rail transit (LRT) system from the Pine Street Stub Tunnel (PSST) in downtown Seattle to University of Washington (UW) campus near Husky Stadium.

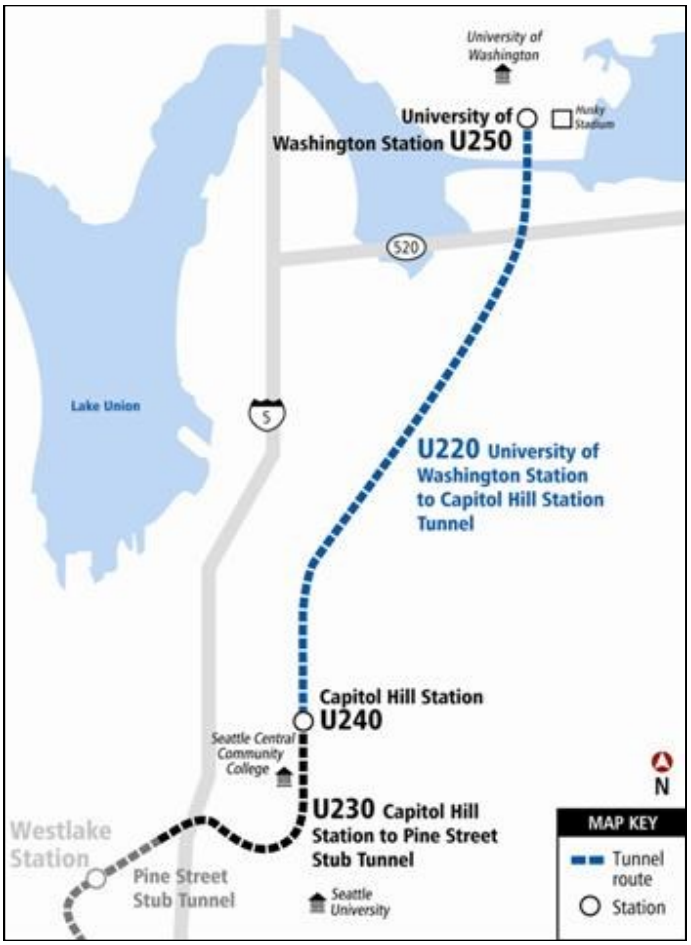
Tunnels: Two twin bored tunnels. Two contract segments: U220 starts at Husky Stadium, continues beneath SR 520 and the Lake Washington Ship Canal and south to the Capitol Hill underground station. U230 commences at Capitol Hill Station and proceeds south under the I-5 freeway to the PSST.

Stations: 2 underground center platform stations – Capitol Hill (U240) and University of Washington (U250). U240 is approximately 65' underground with three station entrances. U250 is about 100' below ground, with three station entrances and connections to the UW campus by a pedestrian bridge.

System: 27 LRV; direct fixation tracks, signals, traction electrification, and SCADA communications

Budget: $1.948 billion including finance cost (capital subtotal of $1.756 billion)

Schedule: Project completion in the 1st QTR 2016



Key Project Issues

- U830 Systems access will be a continuous issue as there are no tunnel portals in the U-Link project. All access coordination are crucial, especially the hoisting scope and requires collaboration between Civil and System contractors.
- U830 Systems - SCADA software development continues to be the highest risk critical path in Systems. Sound Transit continues to visit the Contractor's facilities to monitor and obtain status of subcontractors SCADA software development. Milestone #5-Retrofitting of the SCADA system in the DSTT is slipping and ST has now requested Contractor's plan for recovery. This is critical milestone allows for time and space needed prior to Milestone #6, which is Substantial Completion.
- *University of Washington Central Campus Lab mitigation:* UW indicated in 2008 that labs relocation will not be necessary until operation of the Northgate Link Extension. UW has now determined that relocation is necessary prior to start of the Northgate Link's tunneling under their campus. This issue has no impact to U-Link's schedule and scope but the financial cost to this mitigation effort is projected to be about $43M. Resolution will shift the relocation responsibility to UW and among other concession, eliminates ST obligation for continuous and long term EMI monitoring during operations. The Sound Transit Board has now approved this agreement. This issue is now closed.
- *Early Opening:* It was recommended to the Sound Transit Board that U- Link has a high probability to open for Revenue Service sometime during the 1st QTR 2016. U-Link has released all of the project float and compressed Testing and Start-Up Period. Coordination with regional stakeholders will have to begin soon to make Early Opening happen. Progress from the contractors on the critical path (U240 and U830) will be crucial as there will no longer be any project float to absorb any delay impacts.

Project Cost Summary

The U-Link project cost is summarized in two types of cost classifications. In the first table, cost is classified in accordance with Sound Transit's Work Breakdown Structure (WBS); and in the second table, cost is summarized in accordance to the FTA's Standard Cost Categories (SCC) format. (Both tables' figures in millions.)

WBS Phase Elements	Baseline Budget	Current Adopted Budget	Commitment to Date*	Incurred to Date	Est. Final Cost (EFC)	Adopted Budget vs. EFC
ADMINISTRATION	$ 115.23	$ 113.55	$ 59.44	$ 61.35	$ 103.55	$ 10.00
PRELIMINARY ENGINEERING	$ 24.39	$ 24.26	$ 24.26	$ 24.26	$ 24.26	$ -
FINAL DESIGN	$ 77.94	$ 89.31	$ 84.00	$ 80.53	$ 89.31	$ (0.00)
CONSTRUCTION SERVICES	$ 68.53	$ 95.81	$ 80.65	$ 67.22	$ 93.80	$ 2.01
3rd PARTY AGREEMENTS	$ 18.65	$ 18.65	$ 11.42	$ 10.62	$ 17.77	$ 0.88
CONSTRUCTION	$ 1,180.00	$ 1,158.18	$ 969.32	$ 833.89	$ 1,047.67	$ 110.51
VEHICLES	$ 103.91	$ 103.91	$ 99.17	$ 99.17	$ 101.91	$ 2.00
ROW	$ 167.33	$ 152.33	$ 125.63	$ 125.62	$ 127.29	$ 25.04
Capital Total	**$ 1,755.97**	**$ 1,756.01**	**$ 1,453.89**	**$ 1,302.66**	**$ 1,605.56**	**$ 150.45**
FINANCE COST	$ 191.71	$ 191.71	$ 191.71	$ 114.53	$ 191.71	$ -
Project Total	**$ 1,947.68**	**$ 1,947.72**	**$ 1,645.60**	**$ 1,417.19**	**$ 1,797.26**	**$ 150.45**

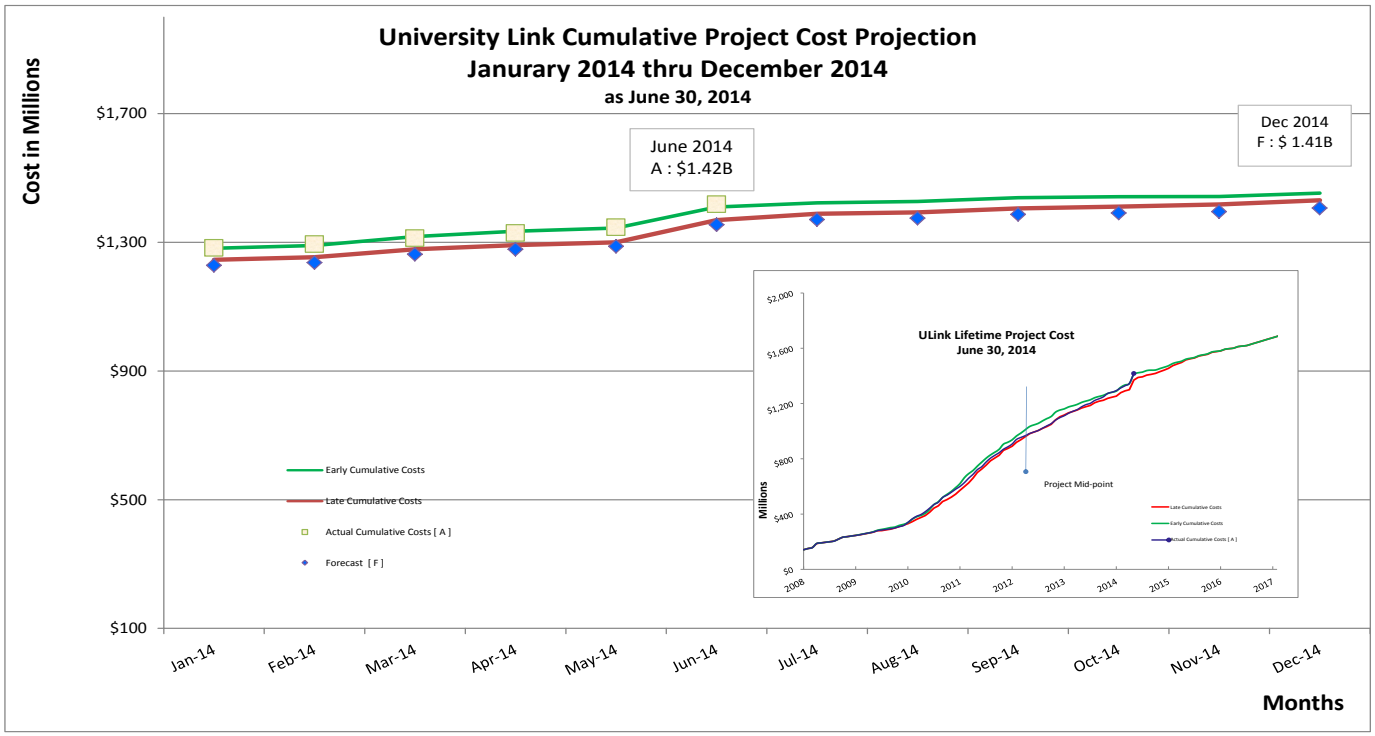
(*)Totals may not equal column sums due to rounding of line entries.

The June 2014's projected Estimated Final Cost (EFC) including Finance Cost continues to be about $1.8B. During this period, approximately $65.4M was incurred, increasing the project Incurred to Date amount to $1.3B (Finance Cost excluded). Direct construction cost accounted for about 95% of the cost incurred in June at $62M. $43.3M was attributed to mitigation to UW. The direct construction EFC trends approximately $1.05B. This trend continues to be intact as both the high risk tunnel scope are now completed. The Capitol Hill Station (U240) Contractor continues concrete placement and mechanical/electrical work, UW Station (U250) continues on mechanical/electrical work and commissioning activities and the Systems (U830) Contractor continues track installation, Signals and SCADA development. The Total Incurred to Date for the Construction Phase is nearly $834M with a current commitments surpassing $969M. Cost for LRV is approximately $99.2M and continues to be working on some warranty issue.

Construction EFC under the SCC format for this period remains stable and relatively unchanged at about $1B. Construction phase expenditures in June is approximately $62M—primarily due to the mitigation payment to UW. Currently, U-Link civil construction cost is all attributed to station construction and Systems signals and SCADA development and track installation. U240 station continues to place concrete, mechanical and electrical work and U250 station is ever closer towards completion with increasing focus towards commissioning.

Project Elements by SCC	Baseline Budget	Current Adopted Budget	Commitment to Date*	Incurred to Date	Estimated Final Cost (EFC)	Adopted Budget vs. EFC
10 Guideway & Track Elements	$ 626.83	$ 407.16	$ 459.79	$ 444.99	$ 460.07	$ (52.92)
20 Stations	$ 366.33	$ 348.75	$ 332.47	$ 288.06	$ 353.34	$ (4.58)
30 Support Facilities: Yards, Shops	$ 7.01	$ 23.83	$ 20.20	$ 8.31	$ 23.83	$ -
40 Sitework & Special Conditions	$ 59.03	$ 110.29	$ 55.30	$ 46.83	$ 59.56	$ 50.74
50 Systems	$ 69.63	$ 113.92	$ 95.41	$ 43.04	$ 107.12	$ 6.80
Construction Subtotal (SCC 10-50)	**$ 1,128.82**	**$ 1,003.95**	**$ 963.18**	**$ 831.23**	**$ 1,003.91**	**$ 0.04**
60 Row, Land, Existing Improvements	$ 167.33	$ 125.77	$ 125.63	$ 125.62	$ 125.77	$ -
70 Vehicles	$ 99.76	$ 99.76	$ 99.17	$ 99.17	$ 99.76	$ -
80 Professional Services	$ 306.41	$ 338.49	$ 265.90	$ 246.66	$ 341.08	$ (2.59)
90 Unallocated Contingency	$ 53.65	$ 188.04	$ -	$ -	$ 35.03	$ 153.00
Capital Cost Total (SCC 10-90)	**$ 1,755.97**	**$ 1,756.01**	**$ 1,453.89**	**$ 1,302.68**	**$ 1,605.56**	**$ 150.45**
100 Finance Cost	$ 191.71	$ 191.71	$ 191.71	$ 114.53	$ 191.71	$ -
Project Total	**$ 1,947.68**	**$ 1,947.72**	**$ 1,645.60**	**$ 1,417.20**	**$ 1,797.26**	**$ 150.45**

(*)Totals may not equal column sums due to rounding of line entries.



Incurred to date for Construction under the SCC about $831M or over 83% of the budgeted construction scoped to date. Total capital cost incurred to date including non-construction cost (SCC 60 thru 90) is over $1.3B or over 74% of total project budget scoped (excluding Finance Cost). Total Maintenance of Way building (U810) cost estimated at about $16M, is incorporated into SCC 40 Site work & Special Conditions. This cost was not originally part of the baseline estimate and will be covered by Unallocated Contingency. A decrease in SCC 10 Guideway & Track Elements will offset this cost.

Total cost incurred at the end of June 2014 including Finance Cost is about $1.3B. The project financing cost incurred to date is $114.5M with an annual projection of $27M to incur in 2014. The next finance cost update will be for the 3rd QTR 2014. Overall, University Link cost to date is projected to be approximately $1.41B by December 2014.

The EFC for project Finance Cost continues to be projected at $191.7 million. This cost represents booked financing cost and is generated based on allocation of appropriate level of financing cost to each capital project at Sound Transit. Despite an earlier than anticipated release of $44 million of the FFGA funds due to the American Recovery Reinvestment Act that was used to pay down finance charges, it is premature to project any savings at this time.

Overall Construction Progress Summary

6/30/2014

Early Works	
U210 Early Utility Work	100%
U211 Demo & Remediation	100%
U215 I-5 Undercrossing	100%
Tunnels	
U220 UWS to CHS	100%
U230 CHS to PSST	100%
Stations	
U240 Capitol Hill Station	64.5%
U250 University of WA Station	94.6%
Systems	
U820 Yard Expansion	100%
U830 Systemwide & Trackworks	49.8%
Other Systems Contracts	31.0%
Overall Major Construction	87.2%

Note: The overall construction progress above is based on a weighted combination of duration, schedule and cost % complete for individual construction contracts as compared to the overall U-Link construction contracts.

Cost Contingency Management

Project contingencies continue to remain at a healthy level of over $287M due to the favorable construction bidding climate, ROW acquisition cost trends, diligent project risk management practices and excellent tunneling conditions. June's overall contingency balance decreased by about $44M largely due to a forecast adjustment that offset the mitigation payment in the amount of $43.3M to UW in addition to the normal change order drawdowns. Contingency level continues to trend well above the Planned Contingency Drawdown; the projected planned balance between the end of 2nd QTR 2014 and the end of 3rd QTR 2014 ranges from $103M and $98M and the Contingency Buffer is now projected to at the minimum $100M from this point until project completion. The projected planned Reserved Contingency balance is now planned at $50M (see contingency curve at the bottom of page). Construction is now over 87% complete. Barring any catastrophic event, there is a high likelihood that this contingency trend will remain intact.

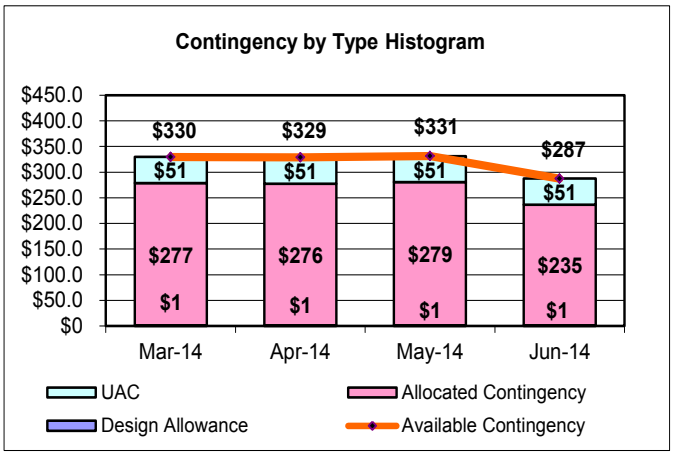
Design Allowance: The balance of design allowance has been reduced to $1.1M and is consistent with the project cycle as all the major design has been completed. The level of design allowance currently represents less than one-half percent of the total remaining scope in the project that has not been procured.

Allocated Contingency: Allocated Contingency continues to remain stable approximately $235M.

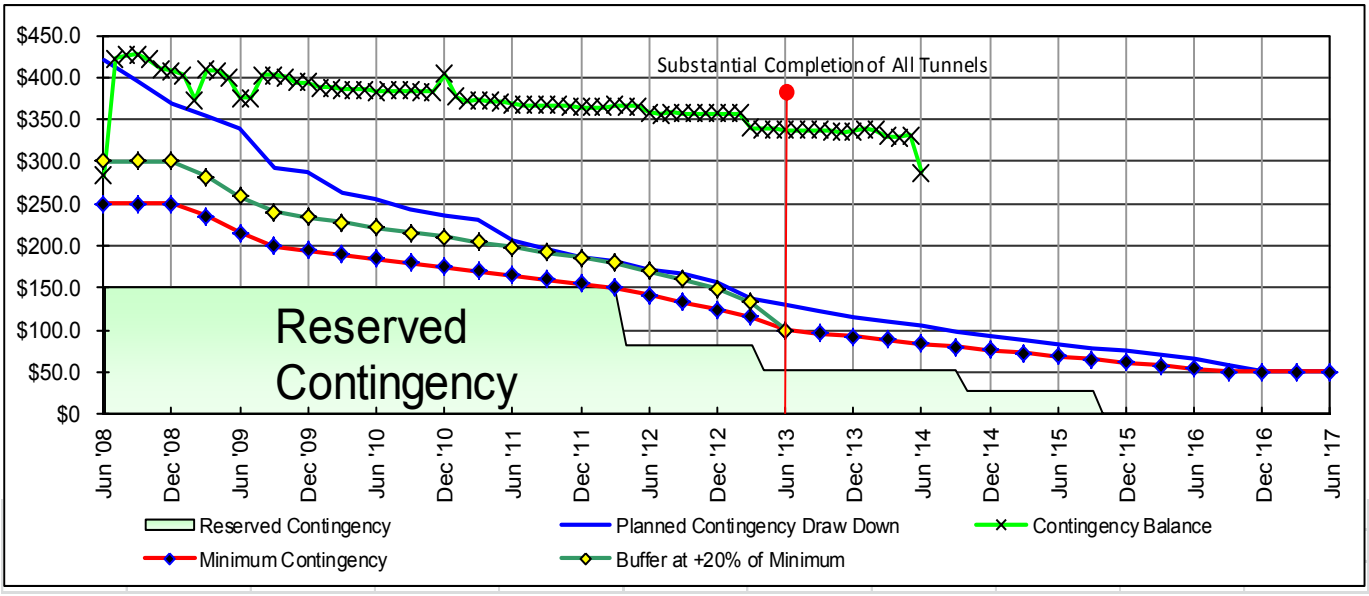
Unallocated Contingency (UAC): The total UAC balance is at $51M and continues to remain stable compared to the Baseline Cost Estimate amount of $53.7M considering that the construction is now approaching 87% complete.

Contingency Status	BCE		Current Status	
	Amount	% of Total	Remaining Amount	% Remaining Work
Design Allowance	$103.9	7.8%	$1.1	0.7%
Allocated Contingency	$264.3	19.8%	$235.1	141.6%
Unallocated Contingency	$53.7	4.0%	$51.0	30.7%
Total:	**$421.9**	**31.6%**	**$287.2**	**173.0%**

Percentage = Contingency $ /(EFC or Remain. Work $ ex-Contingencies)



MINIMUM CONTINGENCY CURVES as of June 30, 2014 — $ in millions



Risk Management

The University Link Risk Management Plan (RMP) established a risk management and oversight process for identifying, assessing, and monitoring risks and develop risk reduction/mitigation plans. On a quarterly basis, the risk register is reviewed and risks are updated to reflect condition at the end of the current quarter. The RMP is also executed in compliance to the Federal Transit Administration's (FTA) guidance laid out as part of FTA's Program Guidelines subtask 40E.

Project Risk Overview:

At the end of the 2nd QTR 2014, U-Link project represents over 87% construction completion with U220 and U230 Tunnels at Acceptance; U240 Station is now over 64% complete as it reaches basic structure completion and excavation on the West Entry's pedestrian tunnel is well underway. U250 is over 94% completion, and is now focusing on the commencement of early commissioning items while completing the electrical and mechanical installation and the bicycle ramp. U830 Systems continued work on rail installation in the tunnels; commenced development of specialty track works; ongoing verification for communication and signaling elements. Communication work is somewhat behind and is being monitored closely. Sound Transit completed updating and identifying risks on the register that were both within the current management time horizon and posed considerable risk to project objectives by having both relatively high probability and impact. The report will be issued shortly to FTA and the PMOC. Prior to this update, the register contained a total of 580 risks, of which 110 were active (469 closed). This quarterly update resulted in a total of 586 risks, of which 103 are active (482 closed). Closed risks were those that no longer presents a potential impact, e.g., risks associated with surface and tunnel excavation at the stations and design risks that have been resolved since the last update. The rise in active risks this quarter is due to risk events in Systems scope as well as placeholder risk identified in the commencement of Rail Activation phase as U- Link is targeting an earlier than anticipated Revenue Service date in the 1st QTR 2016.

The top remaining risk subjects that will require at least partial mitigating action in the upcoming quarter are provided below along with their planned risk management strategies:

- **Civil to Systems Contract Interfaces**
  Risk subjects pertaining to the transitioning interface between Station Finishes contractors (U240 and U250) to Systems contractor (U830)

- **Systems Long Lead Items**
  Long lead specialty materials that are necessary to complete for timely installation of track and signaling scope; Floating Slab design and fabrication.

- **Systems Software Development**
  Development of the software systems to operate U-Link and the integration of the current operating system

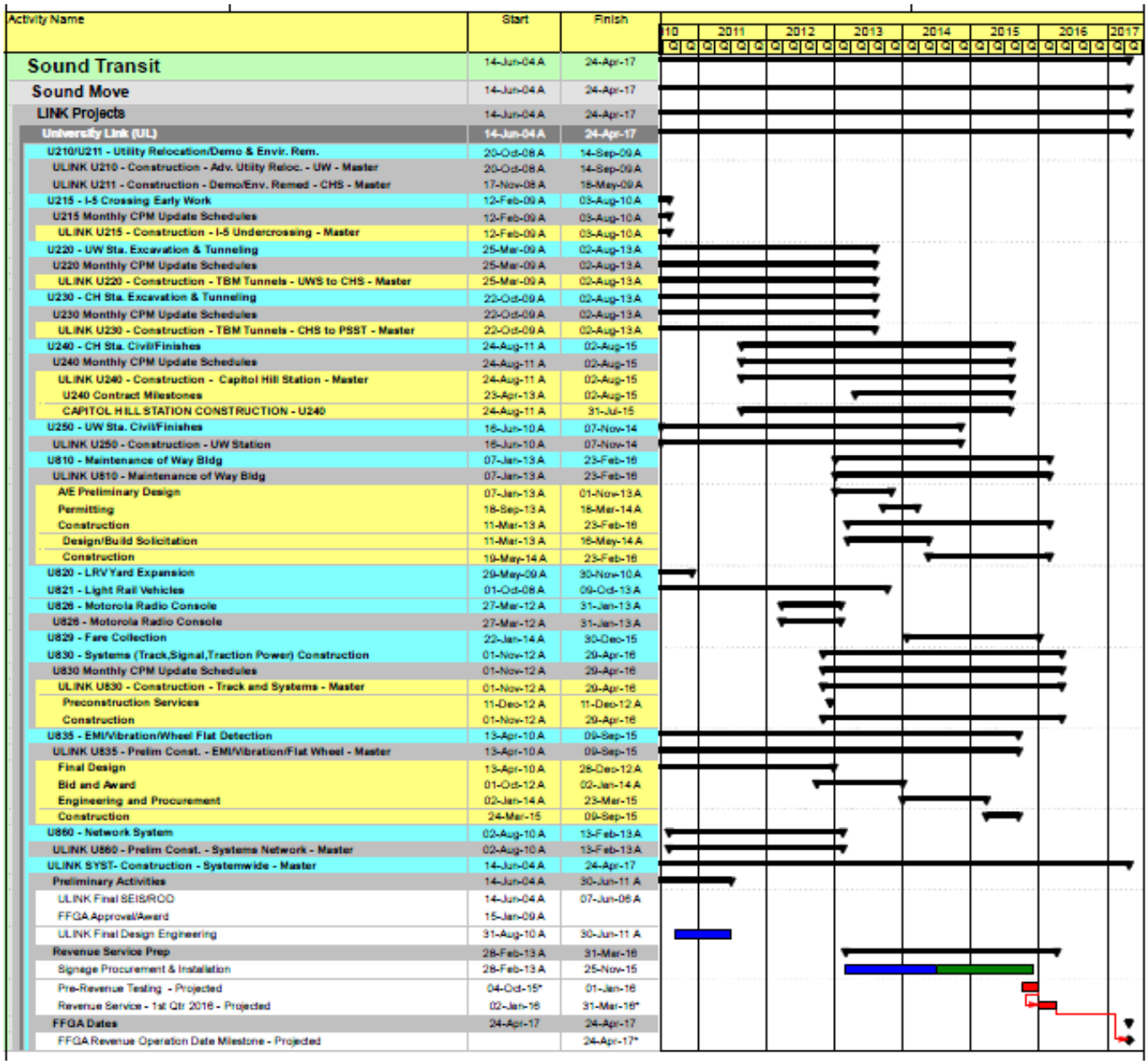
- **Systems Final Design, Installation, Testing and Rail Activation (U830, U835, System-wide Testing/ Rail Activation)**
  All phases U-Link systems integration between the cut over of the current operating systems through to the commissioning and occupancy of the U-Link program

- **University of Washington Lab Relocation Mitigation**
  Originally in 2008, UW indicated that lab relocation will not be required for University Link but has now determined that relocation is necessary prior to start of Northgate Link Extension tunnel construction. The negotiation of this issue was completed and the settlement agreement eliminates ST obligation for continuous and long term EMI monitoring during operations was approved by both the UW Regents and the ST Board. Lump sum mitigation payment was mitigation at the end of the 2nd QTR 2014.

Project Schedule Summary

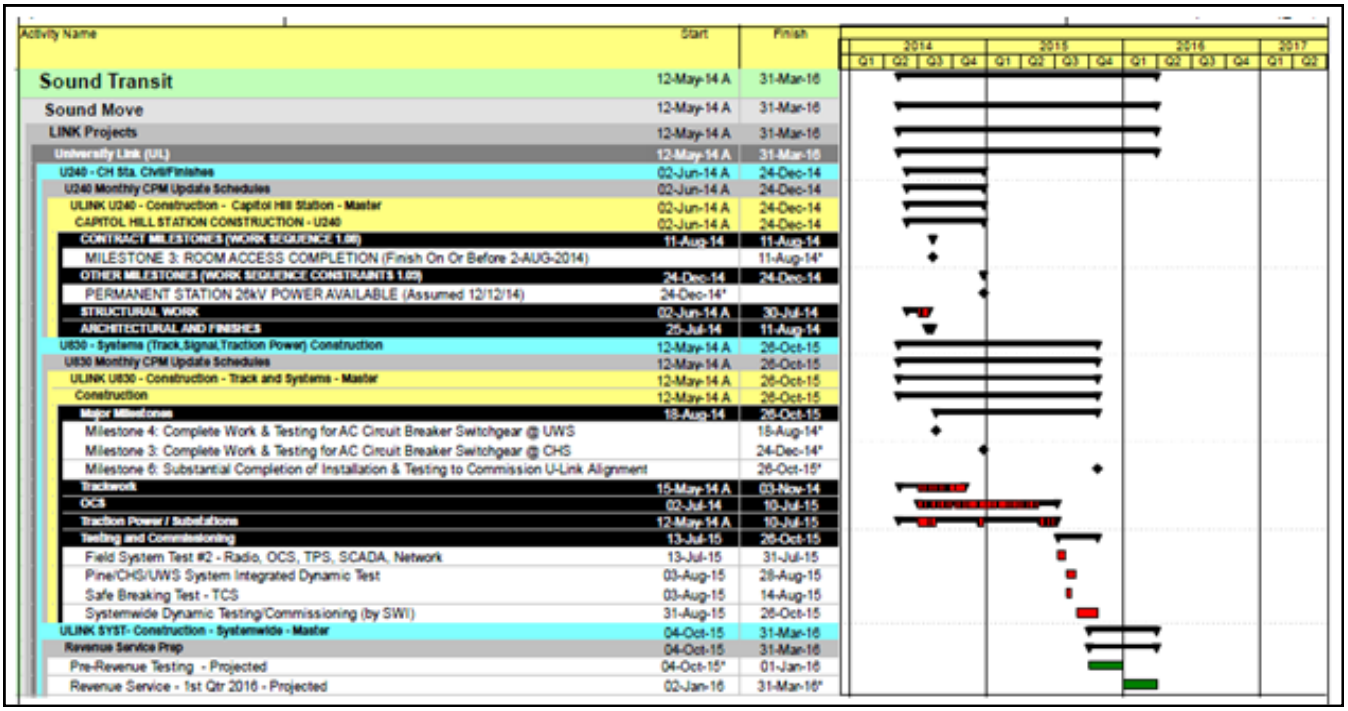
The University Link schedule is provided below. The U210, U211 and U215 early work contracts have been completed. The U820 LRV Storage Yard Expansion Contractor has also completed all work. The U220 and U230 TBM mining is complete. At U250 UW Station, the U830 Systems Contractor is on site to install rail and plinth it the station and tunnels. The U250 final roof pour has been completed at the crossover area. The U250 Contractor has demobilized from the Montlake Triangle. The U240 Capitol Hill Station Finishes Contractor has completed all major concrete pours at the roof level. West entry base slab has been poured this period. The U830 Contractor has completed rail installation between CHS And PSST. Rail installation at UW Station is complete and N04/S04 tunnels continues. Continued coordination between the U830 Systems Contractor and the station contractors. Procurement for U835 EMI/Vibration and the negotiations are complete. A preliminary baseline schedule is expected from the Contractor next quarter. All U860 Fiber Retrofit, upgrades and fiber installation have been completed. The U810 MOW contract has been awarded and a baseline schedule is expected in early 3rd QTR 2014. The targeted revenue service window is now the 1st QTR 2016 with the removal of 169 days of float contingency from the Master Schedule.

Activity Name	Start	Finish
Sound Transit	14-Jun-04 A	24-Apr-17
Sound Move	14-Jun-04 A	24-Apr-17
LINK Projects	14-Jun-04 A	24-Apr-17
University Link (UL)	14-Jun-04 A	24-Apr-17
U210/U211 - Utility Relocation/Demo & Envir. Rem.	20-Oct-08 A	14-Sep-09 A
ULINK U210 - Construction - Adv. Utility Reloc. - UW - Master	20-Oct-08 A	14-Sep-09 A
ULINK U211 - Construction - Demo/Env. Remed - CHS - Master	17-Nov-08 A	18-May-09 A
U215 - I-5 Crossing Early Work	12-Feb-09 A	03-Aug-10 A
U215 Monthly CPM Update Schedules	12-Feb-09 A	03-Aug-10 A
ULINK U215 - Construction - I-5 Undercrossing - Master	12-Feb-09 A	03-Aug-10 A
U220 - UW Sta. Excavation & Tunneling	25-Mar-09 A	02-Aug-13 A
U220 Monthly CPM Update Schedules	25-Mar-09 A	02-Aug-13 A
ULINK U220 - Construction - TBM Tunnels - UWS to CHS - Master	25-Mar-09 A	02-Aug-13 A
U230 - CH Sta. Excavation & Tunneling	22-Oct-09 A	02-Aug-13 A
U230 Monthly CPM Update Schedules	22-Oct-09 A	02-Aug-13 A
ULINK U230 - Construction - TBM Tunnels - CHS to PSST - Master	22-Oct-09 A	02-Aug-13 A
U240 - CH Sta. Civil/Finishes	24-Aug-11 A	02-Aug-15
U240 Monthly CPM Update Schedules	24-Aug-11 A	02-Aug-15
ULINK U240 - Construction - Capitol Hill Station - Master	24-Aug-11 A	02-Aug-15
U240 Contract Milestones	23-Apr-13 A	02-Aug-15
CAPITOL HILL STATION CONSTRUCTION - U240	24-Aug-11 A	31-Jul-15
U250 - UW Sta. Civil/Finishes	16-Jun-10 A	07-Nov-14
ULINK U250 - Construction - UW Station	16-Jun-10 A	07-Nov-14
U810 - Maintenance of Way Bldg	07-Jan-13 A	23-Feb-16
ULINK U810 - Maintenance of Way Bldg	07-Jan-13 A	23-Feb-16
A/E Preliminary Design	07-Jan-13 A	01-Nov-13 A
Permitting	18-Sep-13 A	18-Mar-14 A
Construction	11-Mar-13 A	23-Feb-16
Design/Build Solicitation	11-Mar-13 A	16-May-14 A
Construction	19-May-14 A	23-Feb-16
U820 - LRV Yard Expansion	29-May-09 A	30-Nov-10 A
U821 - Light Rail Vehicles	01-Oct-08 A	09-Oct-13 A
U826 - Motorola Radio Console	27-Mar-12 A	31-Jan-13 A
U826 - Motorola Radio Console	27-Mar-12 A	31-Jan-13 A
U829 - Fare Collection	22-Jan-14 A	30-Dec-15
U830 - Systems (Track,Signal,Traction Power) Construction	01-Nov-12 A	29-Apr-16
U830 Monthly CPM Update Schedules	01-Nov-12 A	29-Apr-16
ULINK U830 - Construction - Track and Systems - Master	01-Nov-12 A	29-Apr-16
Preconstruction Services	11-Dec-12 A	11-Dec-12 A
Construction	01-Nov-12 A	29-Apr-16
U835 - EMI/Vibration/Wheel Flat Detection	13-Apr-10 A	09-Sep-15
ULINK U835 - Prelim Const. - EMI/Vibration/Flat Wheel - Master	13-Apr-10 A	09-Sep-15
Final Design	13-Apr-10 A	28-Dec-12 A
Bid and Award	01-Oct-12 A	02-Jan-14 A
Engineering and Procurement	02-Jan-14 A	23-Mar-15
Construction	24-Mar-15	09-Sep-15
U860 - Network System	02-Aug-10 A	13-Feb-13 A
ULINK U860 - Prelim Const. - Systems Network - Master	02-Aug-10 A	13-Feb-13 A
ULINK SYST- Construction - Systemwide - Master	14-Jun-04 A	24-Apr-17
Preliminary Activities	14-Jun-04 A	30-Jun-11 A
ULINK Final SEIS/ROD	14-Jun-04 A	07-Jun-06 A
FFGA Approval/Award	15-Jan-09 A	
ULINK Final Design Engineering	31-Aug-10 A	30-Jun-11 A
Revenue Service Prep	28-Feb-13 A	31-Mar-16
Signage Procurement & Installation	28-Feb-13 A	25-Nov-15
Pre-Revenue Testing - Projected	04-Oct-15*	01-Jan-16
Revenue Service - 1st Qtr 2016 - Projected	02-Jan-16	31-Mar-16*
FFGA Dates	24-Apr-17	24-Apr-17
FFGA Revenue Operation Date Milestone - Projected		24-Apr-17*



Progress and Critical Path Analysis

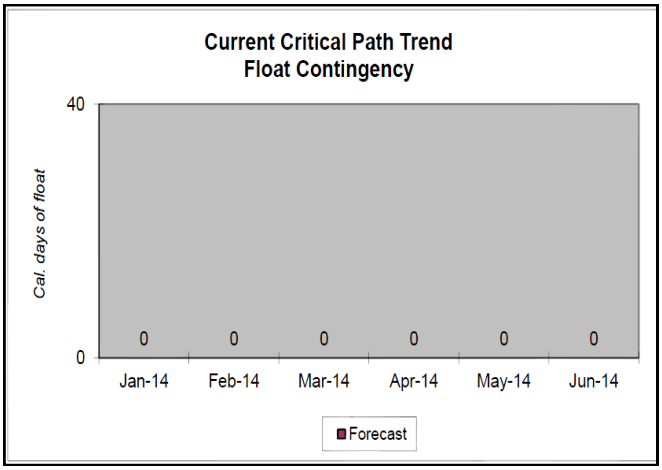
The U-Link master schedule update contains the tunnel contractors' schedules and interfaces with the stations and U830 (Track, Signal, Traction power and Communications System) schedules. TBM Mining, U220 and U230, have achieved Substantial Completion and U830 has completed rail charging at the UW Station and now CHS Station. Plinth rail installation is complete in the NB and SB tunnel between CHS and PSST. Sound Transit is tracking multiple critical paths through the project as U-Link nears completion in early 2016. The critical path is progressing through U240 CHS Systems Rooms access and the handover of these rooms to U830 for equipment installation and testing and commissioning. It is expected that the room access date may be less of a factor as the Coordinated Installation Program progresses between U240 and U830. U830's Initial Segment SCADA retrofit activities are closely being monitored at this time due to it's criticality to system-wide testing for the U-Link Extension. The Floating slab installation is on the critical path this period as U830 prepares for installation in July of 2014. U830 system-wide communication integration testing will commence in the 3rd QTR 2015.


Activity Name
Start
Finish
2014
2015
2016
2017
Sound Transit 12-May-14 A 31-Mar-16
Sound Move 12-May-14 A 31-Mar-16
LINK Projects 12-May-14 A 31-Mar-16
University Link (UL) 12-May-14 A 31-Mar-16
U240 - CH Sta. Civil/Finishes 02-Jun-14 A 24-Dec-14
U240 Monthly CPM Update Schedules 02-Jun-14 A 24-Dec-14
ULINK U240 - Construction - Capitol Hill Station - Master 02-Jun-14 A 24-Dec-14
CAPITOL HILL STATION CONSTRUCTION - U240 02-Jun-14 A 24-Dec-14
CONTRACT MILESTONES (WORK SEQUENCE 1.0S) 11-Aug-14 11-Aug-14
MILESTONE 3: ROOM ACCESS COMPLETION (Finish On Or Before 2-AUG-2014) 11-Aug-14*
OTHER MILESTONES (WORK SEQUENCE CONSTRAINTS 1.0S) 24-Dec-14 24-Dec-14
PERMANENT STATION 26kV POWER AVAILABLE (Assumed 12/12/14) 24-Dec-14*
STRUCTURAL WORK 02-Jun-14 A 30-Jul-14
ARCHITECTURAL AND FINISHES 25-Jul-14 11-Aug-14
U830 - Systems (Track,Signal,Traction Power) Construction 12-May-14 A 26-Oct-15
U830 Monthly CPM Update Schedules 12-May-14 A 26-Oct-15
ULINK U830 - Construction - Track and Systems - Master 12-May-14 A 26-Oct-15
Construction 12-May-14 A 26-Oct-15
Major Milestones 18-Aug-14 26-Oct-15
Milestone 4: Complete Work & Testing for AC Circuit Breaker Switchgear @ UWS 18-Aug-14*
Milestone 3: Complete Work & Testing for AC Circuit Breaker Switchgear @ CHS 24-Dec-14*
Milestone 6: Substantial Completion of Installation & Testing to Commission U-Link Alignment 26-Oct-15*
Trackwork 15-May-14 A 03-Nov-14
OCS 02-Jul-14 10-Jul-15
Traction Power / Substations 12-May-14 A 10-Jul-15
Testing and Commissioning 13-Jul-15 26-Oct-15
Field System Test #2 - Radio, OCS, TPS, SCADA, Network 13-Jul-15 31-Jul-15
Pine/CHS/UWS System Integrated Dynamic Test 03-Aug-15 28-Aug-15
Safe Breaking Test - TCS 03-Aug-15 14-Aug-15
Systemwide Dynamic Testing/Commissioning (by SWI) 31-Aug-15 26-Oct-15
ULINK SYST- Construction - Systemwide - Master 04-Oct-15 31-Mar-16
Revenue Service Prep 04-Oct-15 31-Mar-16
Pre-Revenue Testing - Projected 04-Oct-15* 01-Jan-16
Revenue Service - 1st Qtr 2016 - Projected 02-Jan-16 31-Mar-16*

Critical Path Float

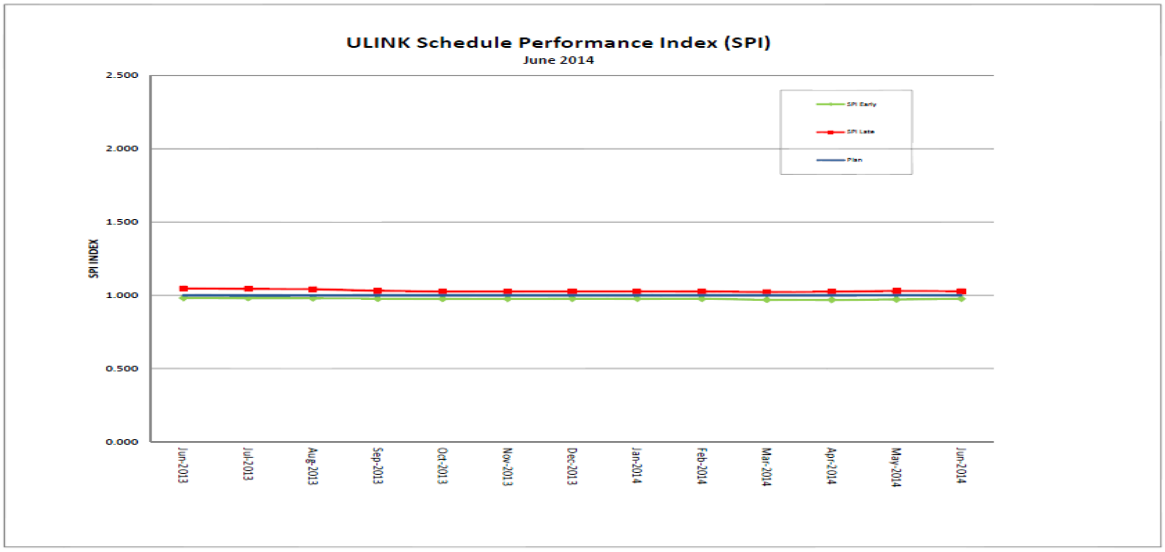
U-Link project float contingency has been removed from the U-Link Master Schedule and a window for Revenue Service has been reported for 1st QTR 2016.

No additional delays occurred this period. Progress will continue to be monitored closely.



Schedule Performance Index

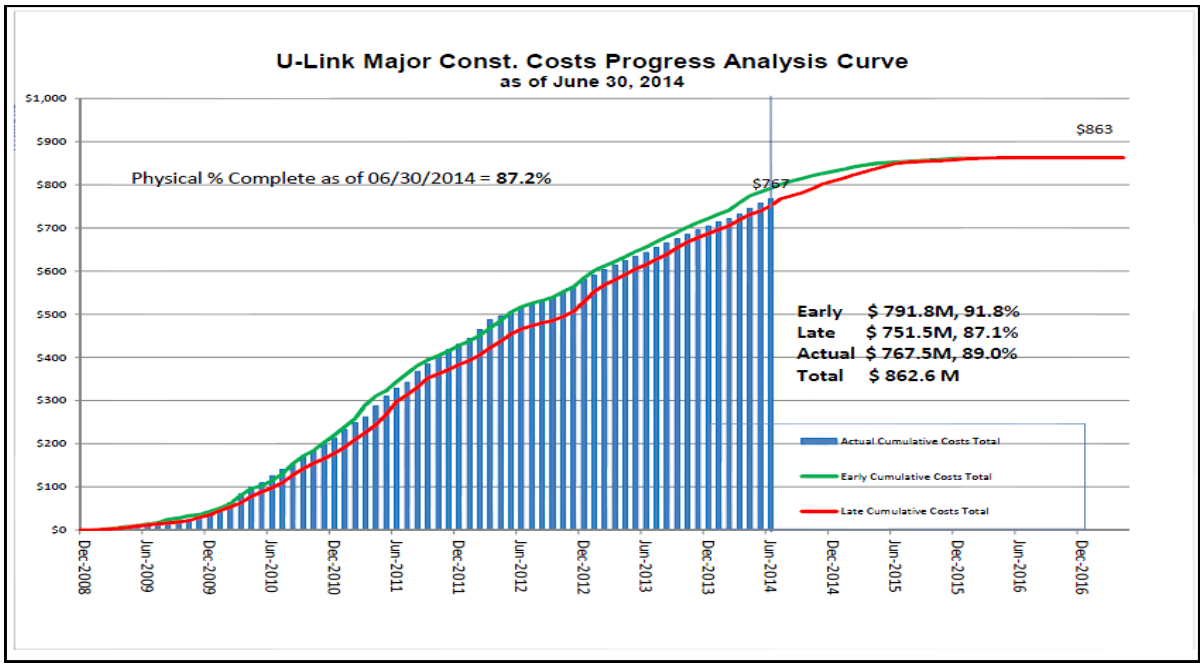
The Schedule Performance Index (SPI) for U-Link remains the same this period at 0.97 due to the slow procurement of equipment and materials at U240 and U830 and the major structural work completed at U250. (See details on individual contract sections.) Progress will continue to be monitored closely.



Cost Progress Analysis

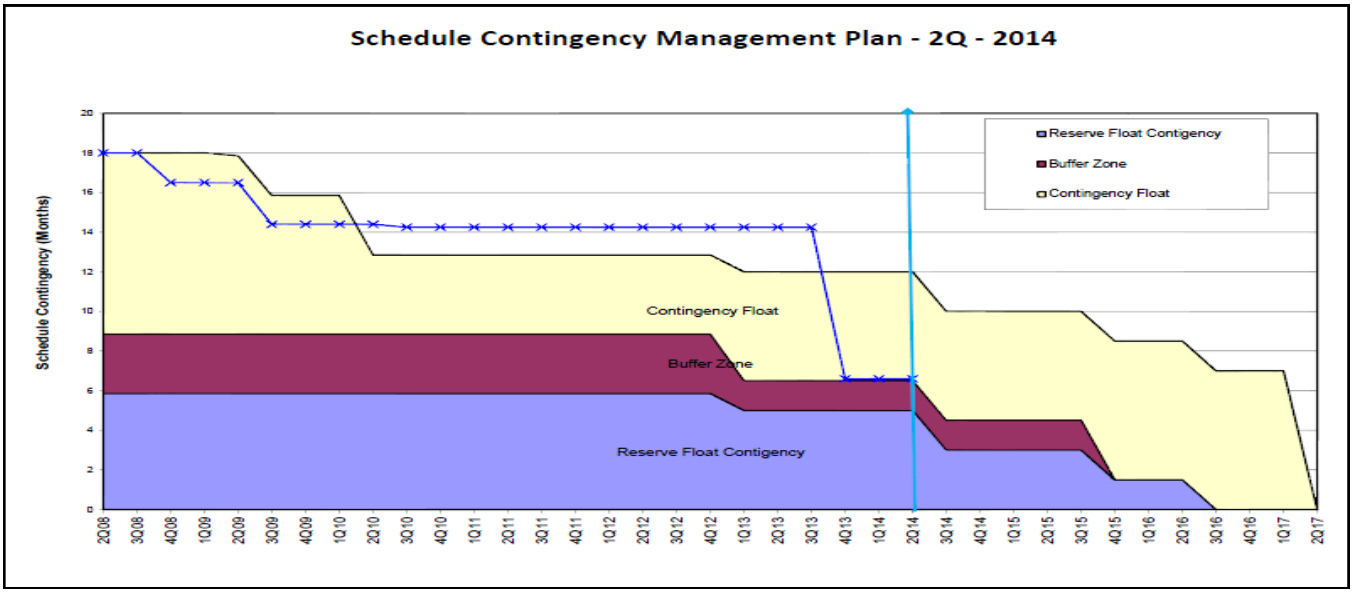
U220 and U230 are complete. U250 progress is now leveling off as final finishes and commissioning commence.

Overall U-Link physical % complete is at 87.2%. The graph below shows the progress of major construction contracts cost compared to the early/late projections.



Schedule Contingency Management

The "Minimum Schedule Contingency Curves" were established in the Project Execution Plan (PEP). The PEP segregated Schedule Contingency into "Forced Lag," which is a built-in float on the Critical Path; "Buffer Float," which is the duration between Sound Transit's targeted Revenue Operation Date and the Schedule Revenue Operation Date; "Contingency Float," which is the duration between Sound Transit targeted Revenue Operation Date and the FFGA Revenue Operation Date, and "Desired Minimum Float" which is the amount of schedule float the FTA requires Sound Transit to maintain. The current schedule contingency balance was reduced by six months in November 2013. All contingency float was removed based on the completion of the tunneling contracts in the 3rd QTR 2013.



Right-of-Way

The U-Link project involved the acquisition of a range of property interests, including fee takings for stations and staging areas, tunnel easements for the running tunnels, acquisitions from the University of Washington and airspace leases with the Washington Department of Transportation. These acquisitions required relocation of 141 owners and tenants. The right-of-way program status is summarized below.

Line Section	Total Parcels Certified	Offers Made	Signed Agreements	Admin. Settlements	Possession and Use	Closings to date	Relocations Required	Relocations Completed
Capitol Hill Station	19	19				19	140	140
Tunnel Easements	223	222				222	1	1
TOTAL	242	241				241	141	141

Capitol Hill Station: The acquisitions and relocations for the station site are complete.

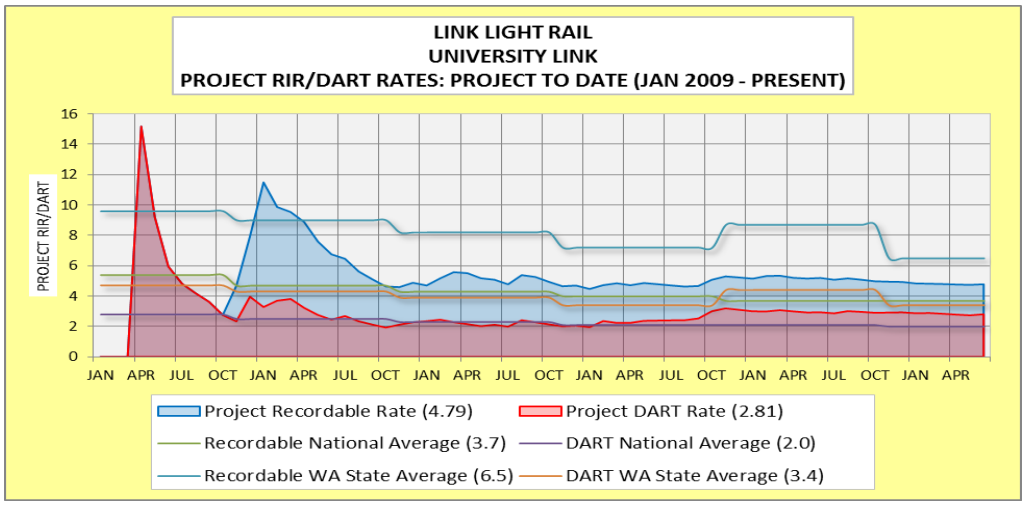
Tunnel Easements: All 222 parcels have closed. A WSDOT parcel continues to be in pending status; Sound Transit may not need this parcel for the project.

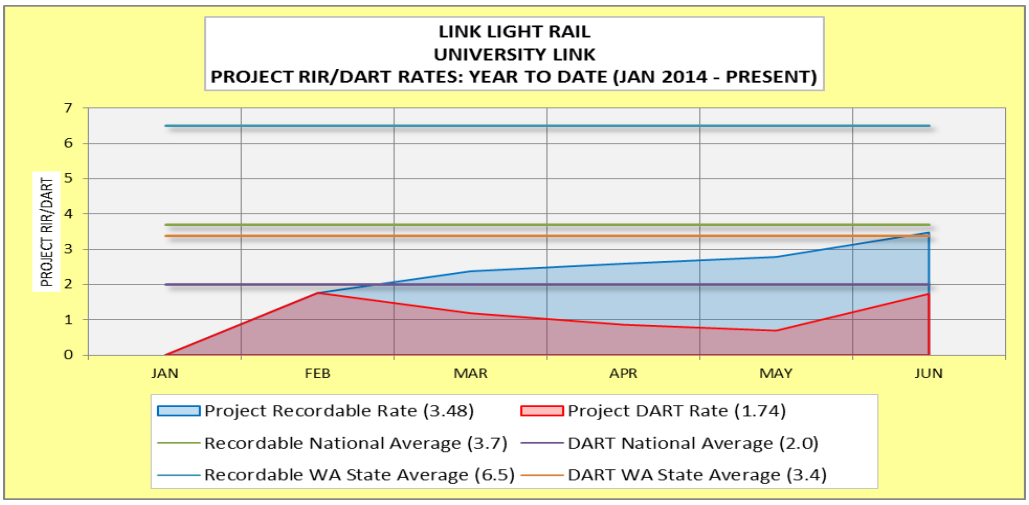
Construction Safety

Safety statistics for the reporting period and year-to-date are summarized in the table and charts.

Data/Measure	June 2014	Year to Date	Project to Date
Recordable Injury/Illness Cases	2	6	80
Days Away From Work Cases	0	1	16
Total Days Away From Work	0	0	573
Restricted or Modified Work Cases	2	2	31
Total Days Restricted or Modified Work	7	16	1497
First Aid Cases	2	12	138
Reported Near Mishaps	1	17	220
Ave. Nos. of Employees on Worksite	267	-	-
Total # of Hours (GC & Subs)	**57,691**	**345,139**	**3,343,513**
OSHA Incident Rates	Monthly Average	Year to Date	Project to Date
Recordable Injury Rate	6.93	3.48	4.79
DART Rate	6.93	1.74	2.81
Recordable National Average	**3.70**	**3.70**	**3.70**
DART National Average	**2.00**	**2.00**	**2.00**
Recordable WA State Average	**6.50**	**6.50**	**6.50**
DART WA State Average	**3.40**	**3.40**	**3.40**

The charts to the right show University Link's Recordable Injury Rates (*RIR*) and University Link's Days Away, Restricted or Modified (*DART*) Injury Rate as compared to the national average.





Quality Assurance Activities

Activities

- U240: MRB Dispositioned 1 RFD to allow use of another supplier in lieu of the Contract specified suppliers.
- U830: MRB Dispositioned 2 RFDs to allow change to the rail neutral temperature range, and substitute a one part adhesive for the two part epoxy adhesive, which is applied to the hardened concrete before the plinths for direct fixation fasteners are poured.

Issues

- None to report.

Summary

Description	June 2014	Notes
No. of Audits Planned	0	None
No. of Audits Completed	0	None
Reports in Progress	0	None
No. of Audits Postponed	0	None

Environmental

- Continued Environmental Oversight of construction.

Sound Transit Board Actions

Board motions and resolutions directly related to University Link are summarized in the table below.

Motion Number	Description	Date
	None to report.	

Community Outreach

- Hand delivered fliers to residents near UW Station (UWS).
- Sent out various construction alerts regarding the upcoming fire alarm test (UWS), sidewalk closure at Montlake Blvd., and early morning work (CHS).
- Sent out the June U-Link newsletter to gov-delivery subscribers.

Business Mitigation

- Toured the four winners of the Annapurma Café business mitigation promotion in the U-Link tunnels; continued promotion work for the café.
- Sponsored Independence Day Picnic in Cal Anderson Park with over 1,000 attendees.
- Sponsored various events/sales in Capitol Hill.
- Submitted ST permits for potential locations for the 3rd kiosk for Roosevelt.

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U220 Contract - *TBM Tunnel (UWS to CHS)*

Current Progress

The U220 contract achieved Substantial Completion on June 7, 2013. Continued close-out activities.

Close-out Activities

Current Period

- All NCR paperwork are now closed and Acceptance was issued in August 30, 2013.

Next Period

- Finalize remaining Change Orders to capture remaining Work Directive costs and de-commit unused Provisional Sums.

Closely Monitored Issues

- No remaining issues.

Cost Summary

Present Financial Status	Amount
U220 Contractor— Traylor Frontier-Kemper Joint Venture (TFK)	
Original Contract Value	$309,175,274
Change Order Value	$12,067,459
Current Contract Value	$ 321,408,334
Total Actual Cost (Incurred to date)	$ 315,071,655
Financial Percent Complete	98%
Physical Percent Complete:	100%
Authorized Contingency	$30,917,527
Contingency Drawdown	$12,233,060
Contingency Index*	2.53

**Physical % complete / % contingency drawn down*

U230 Contract -*TBM Tunnel (CHS to PSST)*

Current Progress

Substantial Completion was achieved in March 2013. The Contractor completed the punchlist items and continued working on final documentation. Work is 100% complete.

Close-out Activities

Current Period

- Contract is at Acceptance and is currently in the process of achieving Final Acceptance, which includes close out of contract.

Next Period

- Close out Activities: Continue working on achieving Final Acceptance. This includes reconciling of all outstanding monies and processing of final payment

Closely Monitored Issues

- None to report.

Cost Summary

Present Financial Status	Amount
U230 Contractor— JCM Joint Venture	
Original Contract Value	$153,556,000
Change Order Value	$9,866,998
Current Contract Value	$163,452,998
Total Actual Cost (Incurred to date)	$156,979,939
Financial Percent Complete	96%
Physical Percent Complete	100%
Authorized Contingency	$15,355,600
Contingency Drawdown	$9,896,998
Contingency Index*	1.56

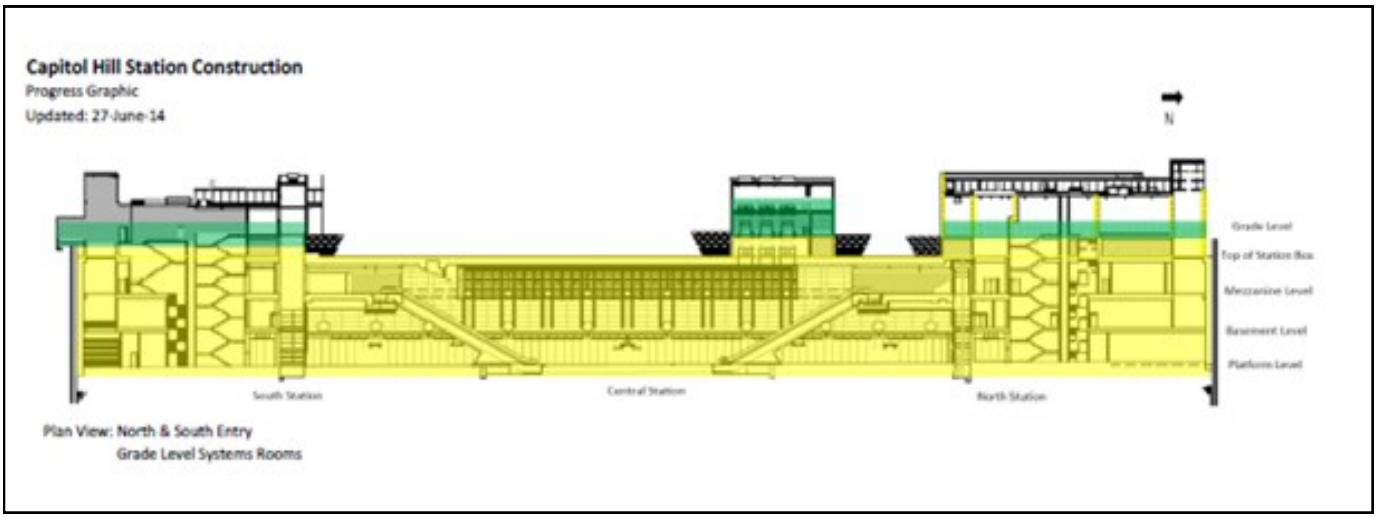
**Physical % complete / % contingency drawn down*

U240 Contract – *Capitol Hill Station*

Current Progress

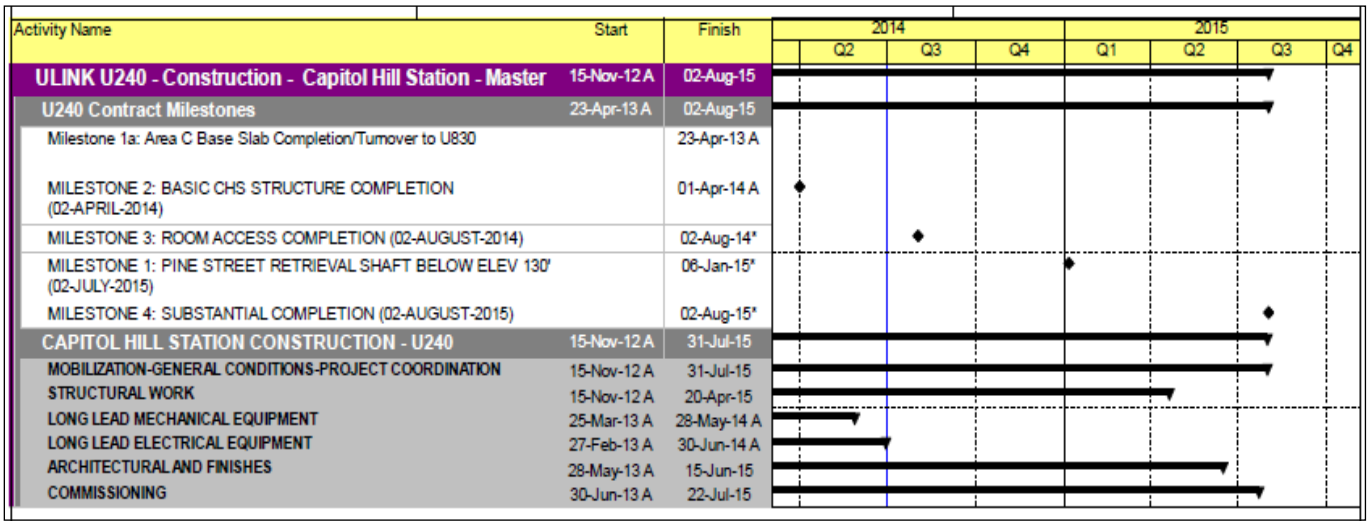
West entry and pedestrian corridor excavation is well underway. West Entry base slab was poured this period. All major roof pours are now complete. Turnover of systems rooms is expected next period to U830.

Physical % complete is at 65% against 60% contract time expended.



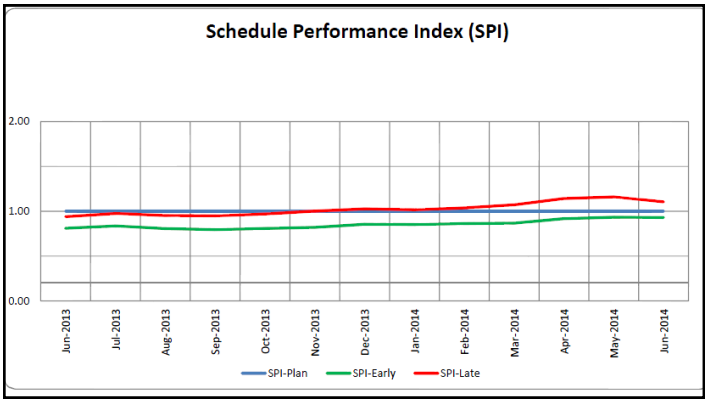
Schedule/Critical Path

The schedule update for June 2014 has been submitted and is currently under review. Milestone #2 Basic CHS Structure Completion was completed in April. The critical path will continue through the central structure to the south end and into architectural finishes as the Contractor completes the Systems Rooms for turnover to U830 Contractor, Milestone #3- Room Access Completion, which is reporting 9 days of negative float. Room Access drives the installation of permanent power at CHS by U830. Commencement of Tunnel Ventilation Commissioning is dependent on U830 to complete this work for the CHS contractor. The Coordinated Installation Program (CIP) may resolve this constraint by utilizing a phased approach to Systems room access. The access constraints at Pine Street has been resolved with the CIP between U240 and U830. Milestone #4, Substantial Completion is reporting 11 days of float.


Activity Name
Start
Finish
2014
2015
Q2
Q3
Q4
Q1
Q2
Q3
Q4
ULINK U240 - Construction - Capitol Hill Station - Master 15-Nov-12 A 02-Aug-15
U240 Contract Milestones 23-Apr-13 A 02-Aug-15
Milestone 1a: Area C Base Slab Completion/Turnover to U830 23-Apr-13 A
MILESTONE 2: BASIC CHS STRUCTURE COMPLETION (02-APRIL-2014) 01-Apr-14 A
MILESTONE 3: ROOM ACCESS COMPLETION (02-AUGUST-2014) 02-Aug-14*
MILESTONE 1: PINE STREET RETRIEVAL SHAFT BELOW ELEV 130' (02-JULY-2015) 06-Jan-15*
MILESTONE 4: SUBSTANTIAL COMPLETION (02-AUGUST-2015) 02-Aug-15*
CAPITOL HILL STATION CONSTRUCTION - U240 15-Nov-12 A 31-Jul-15
MOBILIZATION-GENERAL CONDITIONS-PROJECT COORDINATION 15-Nov-12 A 31-Jul-15
STRUCTURAL WORK 15-Nov-12 A 20-Apr-15
LONG LEAD MECHANICAL EQUIPMENT 25-Mar-13 A 28-May-14 A
LONG LEAD ELECTRICAL EQUIPMENT 27-Feb-13 A 30-Jun-14 A
ARCHITECTURAL AND FINISHES 28-May-13 A 15-Jun-15
COMMISSIONING 30-Jun-13 A 22-Jul-15

Schedule Performance Index

The U240 Schedule Performance Index (SPI) is still slightly below 1.00 this period, at 0.93. The U240 baseline schedule represented an aggressive schedule based on payment for materials and equipment procured but not yet installed. A review of the contract documents subsequent to the baseline schedule submittal indicated payment for these items can only occur once they are in place. The logic in the schedule has been adjusted since the baseline to recognize this payment process. Production levels and material procurement will continue to be monitored closely.



Key Activities

Current Period

- Continued placement of footings/stem walls, and commenced CMU installations for North & South entries.
- Earthwork subcontractor completed removal of the temporary Denny Way Bridge and placed a temporary asphalt roadway just to the north.
- Completed installation of the floor slab and began exterior walls preparations at the West Entry.
- Fire protection contractor continued installing fire protection piping at central mezzanine, and north and south ends of the station/back of house areas.
- MEP rough in work continued at back of house areas throughout the station.
- Continued to install drywall at several locations within the South and North basement and mezzanine level.

Next Period

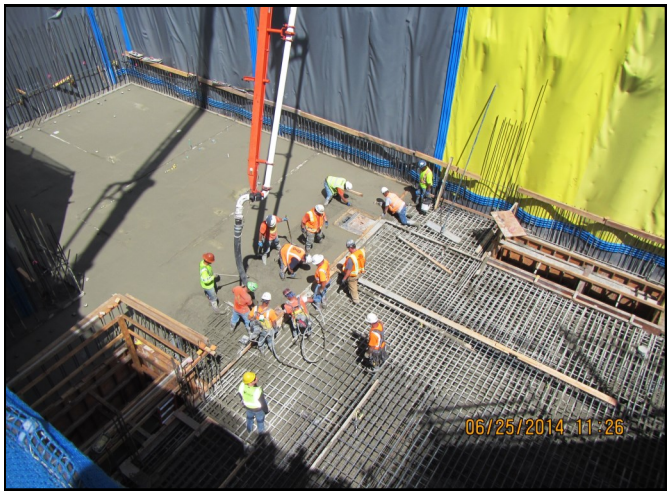
- Continue working on the CMU walls at the north and south entries
- Continue placing backfill over the south central part of the station.
- Continue rebar and concrete installation of the exterior walls at the west side of the Broadway Pedestrian Concourse.
- Electrical and mechanical subcontractors will continue installing rough-in in the North & South basement and mezzanine levels and continue testing systems.

Closely Monitored Issues

- Sound Transit has communicated to the Contractor that it believes that inefficiencies related to interior wall partitions do not have merit. The issue is under review by ST Management.
- The U240 Contractor recently received revised dates from the U830 contractor for fire protection, BMS testing and tunnel ventilation system testing as part of the MOU agreement. The U240 Contractor is continuing to review these dates to determine if these dates are feasible.
- A planned revision to Milestone #3 Room Access is currently being evaluated.

Cost Summary

Present Financial Status	Amount
U240 Contractor - Turner Construction Co.	
Original Contract Value	$104,850,276
Change Order Value	$1,667,400
Current Contract Value	$106,517,676
Total Actual Cost (Incurred to date)	$66,140,206
Financial Percent Complete:	62%
Physical Percent Complete:	65%
Authorized Contingency	$5,242,514
Contingency Drawdown	$1,667,400
Contingency Index	1.95



Crew placing concrete for West Entry Base Slab.

U250 Contract –*University of Washington Station*

Current Progress

Milestone #4 (Basic Structure Completion) and Milestone #5 (All Systems Room Access) were completed in late January. Milestone #6 (Site Restoration) was completed this period. MEP and Architectural finishes continue. Montlake Triangle work continues as the bridge guardrail awaits fabrication of mounting brackets. Ongoing coordination between U830 continues as systems electrical and communication equipment installation continues. Permanent power installation is expected to be completed in July by U830.

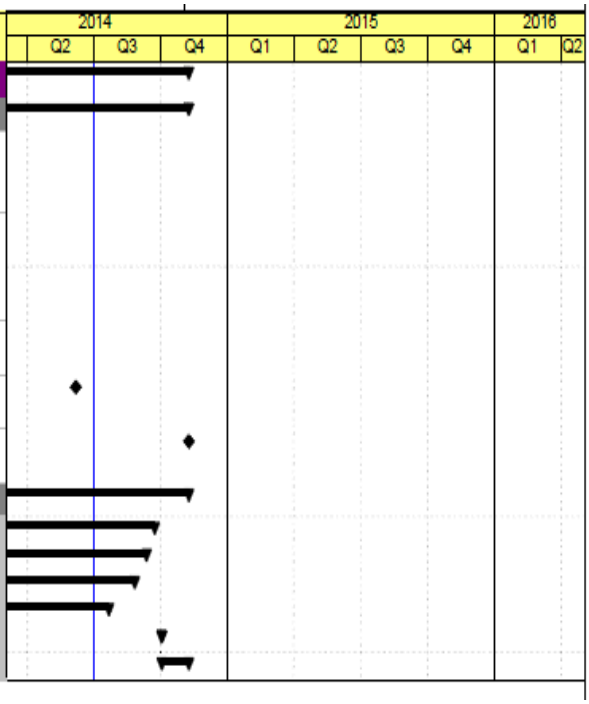
Work progress continued with approximately 96% physical completion against 87% contract time expended.

Schedule/Critical Path

Milestone #1 (Basic Structure Completion), Milestone #3 (System Room Access) , Milestone #4 (Basic Structure for all Station/Crossover), and Milestone #5 (all UWS Room Access) are complete. Milestone #6 (Site Restoration) is complete. Milestone #7 (Substantial Completion) is reporting 4 days of positive float. The Contractor is meeting production forecasts at this time.

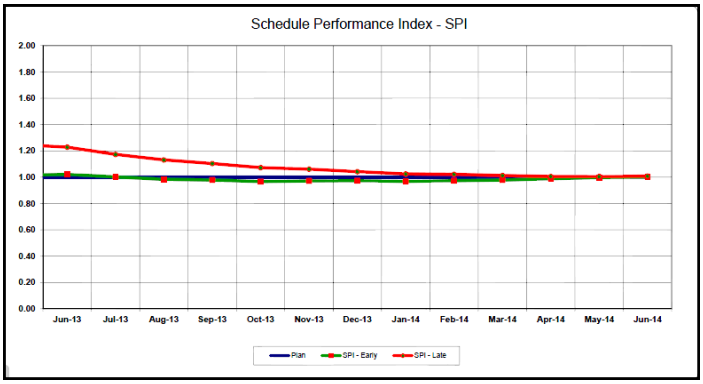
The Critical Path continues through the installation of the station roof slabs, basement level and platform floor slabs under a modified top down construction plan. U830 completed plinth and rail installation at the station and is well underway in the SB and NB N04 tunnels. Basic structure completed and all Systems critical rooms are now available to the U830 Systems Contractor. Station Finishes will continue and final testing and commissioning will then complete the U250 work.

Activity Name	Start	Finish
ULINK U250 - Construction - UW Station	05-Apr-11 A	07-Nov-14
MILESTONES	01-Apr-13 A	07-Nov-14
MILESTONE 1 (727d FROM NTP) (31 Mar 13) ACHIEVE BASIC STRUCTURE COMPLETION OF STATION		01-Apr-13 A
MILESTONE 2 (60d FROM OCC OF EAST BOUNDARY F3) (01 Apr 13)		06-May-13 A
MILESTONE 3 (880d FROM NTP) (31 Aug 13) UWS ROOM ACCESS COMPLETION		30-Aug-13 A
MILESTONE 4 (1031d FROM NTP) (29 Jan 14) BASIC STRUCTURE COMPLETION OF ENTIRE UWS FOR USE BY SYSTEM WIDE		29-Jan-14 A
MILESTONE 5 (1033d FROM NTP) (31 Jan 14) UWS ROOM ACCESS COMPLETION FOR ALL SYSTEM ROOMS		29-Jan-14 A
MILESTONE 6 (1160d FROM NTP) (07 Jun 14) RESTORATION OF THE SITE OUTSIDE OF THE CONSTRUCTION WORK AREA		06-Jun-14 A
MILESTONE 7 SUBSTANTIAL COMPLETION OF ALL WORK (1320d FROM NTP) (14 Nov 14) SUBSTANTIAL COMPLETION OF ALL WORK		07-Nov-14*
CONSTRUCTION	05-Apr-11 A	07-Nov-14
STATION	05-Apr-11 A	22-Sep-14
CROSSOVER	01-Aug-12 A	10-Sep-14
ABOVE GRADE ENTRY	31-Aug-12 A	25-Aug-14
PEDESTRIAN BRIDGE	29-Feb-12 A	21-Jul-14
START-UP	01-Oct-14	01-Oct-14
LEVEL 2 COMMISSIONING	02-Oct-14	07-Nov-14



Schedule Performance Index

The U250 Schedule Performance Index (SPI) has risen slightly to above 1.00 this period. Construction progress is trending per plan as the U250 Contractor is in full swing of MEP and architectural finishes. Coordination with U830 continues.



Key Activities

Current Period

- Continued escalator balustrade and tread installations.
- Continued mezzanine and head house metal ceiling installation.
- Continue installation of fall arrest system for smoke reservoirs.
- Continued Building Management System (BMS) panel installation and terminations.
- Continued fire alarm system cabling and terminations throughout the building.
- Completed paving for remaining parking areas, and continued sidewalk restoration north of Walla Walla St., including Stadium Entry Plaza.
- Continued with vertical grating installation at south vent shaft.
- Continued landscaping, installation of irrigation, and restoration of Stadium West plaza.

Next Period

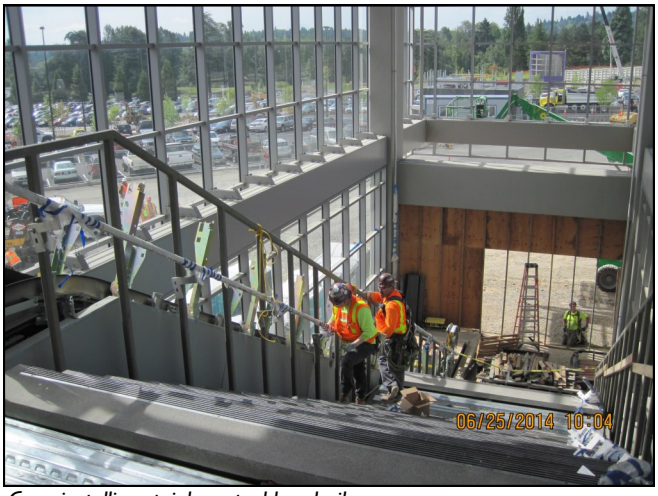
- Continue restoration of west plaza, including landscaping and irrigation.
- Continue with vertical grating installation at south vent shaft.
- Continue Building Management System (BMS) panel installation and terminations.
- Continue fire alarm system cabling and terminations throughout the building.
- Continued mezzanine metal ceiling installation
- Contractor to continue testing and commissioning level 2 activities.
- Continue concrete site wall formwork, reinforcing, and placement.
- Commence concrete pedestrian plaza installation.
- Commence remaining platform floor tile installation.

Closely Monitored Issues

- *MTP SP1* pedestrian bridge guardrail tolerance concerns have resulted in the installing subcontractor requesting revisions to the connection brackets to permit adjustability not integrated in the original design. The design team has authorized the requested revisions to the mounting bracket, and installation awaits fabrication and shop painting. Painting products are under review in conjunction with Change Notice. Significant projected costs are being evaluated for both connection brackets and painting issues. The Contractor has also solicited pricing for aluminum, guardrail systems as a potential alternative solution.

Cost Summary

Present Financial Status	Amount
U250 Contractor - Hoffman Construction Co.	
Original Contract Value	141,745,898
Change Order Value	5,136,614
Current Contract Value	146,882,512
Total Actual Cost (Incurred to date)	138,795,862
Financial Percent Complete:	93%
Physical Percent Complete:	96%
Authorized Contingency	7,087,295
Contingency Drawdown	5,136,614
Contingency Index	1.29



Crew installing stainless steel handrail.

U830 Contract – *Track, Signal, Traction Power and Communications*

Current Progress

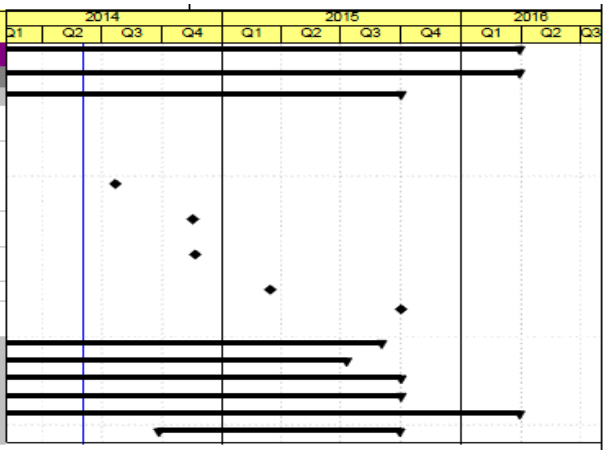
Rail and plinth installation is complete between CHS and PSST and at the UW Station. Track construction is now at approximately 80% complete. Casting of the floating slab prototype was completed last period and casting has commenced. Floating slab segments are expected to be delivered to the site in mid -July. Coordination between station contractors continues. Construction submittal preparation is ongoing. Work progress continued with approximately 43% physically complete against 55% contract time expended.

Schedule/Critical Path

A recovery schedule has not been resubmitted at this time. The schedule recovery was submitted for the May 2014 update due to delays to Milestone #5. The schedule recovery addresses this issue by splitting Milestone #5 into two milestones. The submittal has been returned to contractor for resubmittal due to logic issues and inaccurate assumptions made by the contractor. Milestone #5 (Installation and Testing of existing Alignment Retrofit) is reporting 23 days of positive float while 5.5 is reporting 0 days of positive float but both will be monitored closely by Sound Transit. Milestone #6 (Substantial Completion) is reporting 2 days of float. Systems Room Access at CHS is driving U-Link segment Communications Installation through system wide testing.

The Critical Path runs through floating slab installation, OCS installation, Traction Power and testing and commissioning. A critical path through System Room Access in July 2014 at CHS for permanent power, communication cabling and equipment installation. The Coordinated Installation Program may resolve this constraint by utilizing a phased approach to system room access. Contractor production rates and construction submittals are being tracked closely.

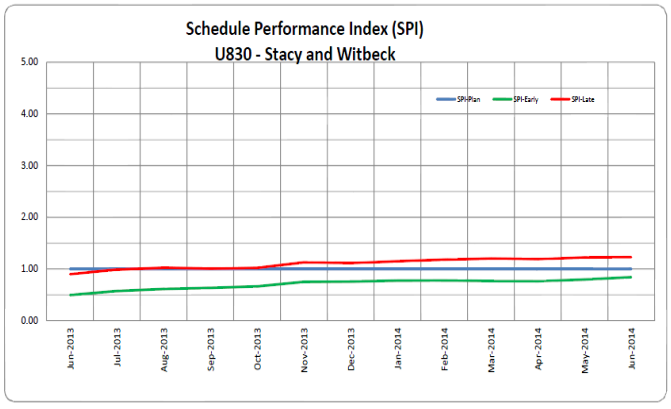
Activity Name	Start	Finish
ULINK U830 - Construction - Track and Systems - Master	01-Nov-12 A	31-Mar-16
Construction	01-Nov-12 A	31-Mar-16
Major Milestones	02-May-13 A	30-Sep-15
Milestone 1: Complete Work for Rail Distribution @ Capitol Hill Station Site		02-May-13 A
Milestone 2: Complete Work for Rail Distribution @ UWS		06-Aug-13 A
Milestone 4: Complete Work & Testing for AC Circuit Breaker Switchgear @ UWS		21-Jul-14*
Milestone 5: Substantial Completion of Installation & Testing to Commission Existing Alignment Retrofit		17-Nov-14*
Milestone 3: Complete Work & Testing for AC Circuit Breaker Switchgear @ CHS		20-Nov-14*
Milestone 5.5 New OCC & Performance Study Complete		15-Mar-15*
Milestone 6: Substantial Completion of Installation & Testing to Commission U-Link Alignment		30-Sep-15*
Trackwork	11-Dec-12 A	01-Sep-15
OCS	11-Dec-12 A	10-Jul-15
Traction Power / Substations	11-Dec-12 A	01-Oct-15
Signals	11-Dec-12 A	01-Oct-15
Communication	01-Nov-12 A	31-Mar-16
Testing and Commissioning	25-Sep-14	29-Sep-15



Schedule Performance Index

The SPI based on early forecast remains below 1.0 at 0.84 but has risen slightly from last period. Late equipment procurement and delays to construction commencement and design activities have been the root cause of the low SPI.

he progress towards cutover of the SCADA system on the Initial Segment would be monitored closely.



Key Activities

Current Period

- Renovation work for the Control Center in the Operation and Maintenance Facility (OMF) is completed. Contractor initiated preliminary punch list items.

Trackwork

- Crews continued track construction between CHS to UWS. To date around 74% of track work have been completed.
- Floating Slabs: Continued production of the rubber support pads and commenced production of the floating slab segments.
- Special Trackwork: continued assembly of the double crossover.

Traction Power/Signal/Com-SCADA Systems

- Crews continued installation of communications fiber optic cable between PSST and CHS.
- Crews continued installation of fiber optic innerduct between CHS and UWS.
- Crews continued installation of the radiax cable for the radio system and the 26kV power distribution equipment and conduits at the UWS.
- Crews began installation of remote I/O modules in the DSTT communications rooms and also began installation of field distribution cabinets and conduits in the Beacon Hill area in preparation for the upcoming SCADA retrofit work.
- Ongoing product and design work for traction power, signal and COM/SCADA.

Next Period

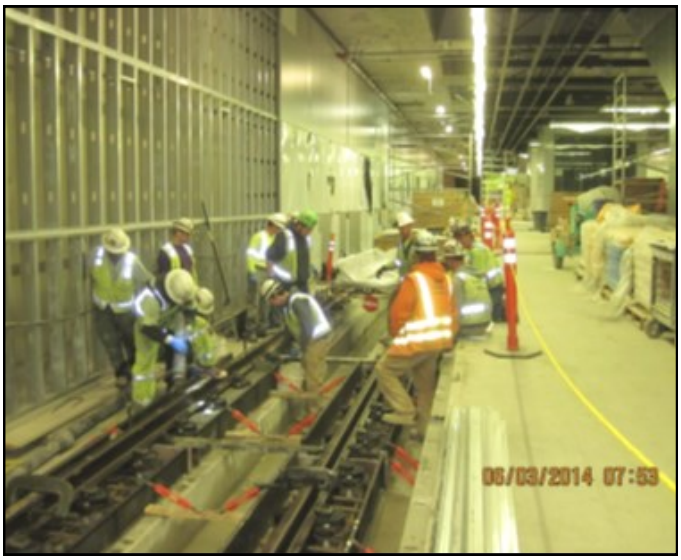
- Ongoing track construction between CHS to UWS.
- Floating Slabs: continue procuring the rubber support pads and the pre-cast accessories for the floating slabs.
- Special Trackwork: continue assembling the double crossover.
- Continue installing communications fiber optic cable between PSST and CHS.
- Continue installing fiber optic innerduct between CHS and UWS.
- Continue installing the radiax cable for the radio system and the 26kV power distribution equipment and conduits at the UWS.
- Continue roughing conduit and distribution cabinets in the Beacon Hill area and continue installing the remote modules in the DSTT communications rooms.
- Lower tier subcontractor will begin factory acceptance test of the SCADA system for Non-DSTT (Train Control and Building Management Systems).
- Contractor scheduled to perform final punch list inspection for the renovation work at the OMF.

Closely Monitored Issues

- Critical work focused on the programming effort of the SCADA retrofit. Delays in the programming by the lower tier subcontractor have resulted in a slippage of a portion of the scope of work for Milestone #5. The Contractor continues work on their recovery schedule.

Cost Summary

Present Financial Status	Amount
U830 GC/CM Contractor - Stacy & Witbeck	
Original Contract Value	$119,167,433
Change Order Value	$1,759,866
Current Contract Value	$120,927,300
Total Actual Cost (Incurred to date)	$55,440,090
Financial Percent Complete	45.8%
Physical Percent Complete:	43.0%
Authorized Contingency	$5,958,373
Contingency Drawdown	$1,759,866
Contingency Index	1.4



Concrete placement at the UW Station.

U820 Contract - *LRV Storage and Yard Expansion*
P821 Contract - *Light Rail Vehicles*
C802 Contract - *Signals Systems (Yard Expansion)*
Other Systems - *Radio Console, Fare Collection.*

Key Activities

Current Period

U820- LRV Storage and Yard Expansion
- Completed all work and close out.

P821 – Light Rail Vehicles
- Contract Close Out Activities.

C802 - Signals System (Yard Expansion)
- Completed all work but pending close-out.

Other Systems
- U860 Network Fiber Network closed out.
- Continued coordination of Agency initiated system network standardization.
- U826 Radio Console upgrade completed and pending close out .
- U835 EMI/Vibration & Wheel flat Monitoring Contract Awarded.

Next Period

P821 – Light Rail Vehicles
- Contract close-out activities.

Other Systems
- Continue coordination of Agency initiated system network standardization.
- U826 Radio Console upgrade is close out
- U835 EMI/Vibration & Wheel flat Monitoring Contract NTP.

Closely Monitored Issues

- None to report this period.

P821 Cost Summary

Present Financial Status	Amount
P821 Manufacturer — Kinkisharyo Intl.*	
Original Contract Value (U-Link Option)	$94,576,095
Change Order Value	$4,598,480
Current Contract Value	$99,174,575
Total Actual Cost (Incurred To Date)	$99,174,575
Financial Percent Complete:	100%
Physical Percent Complete:	100%
Authorized Contingency	$4,608,904
Contingency Drawdown	$4,598,480
Contingency Index	N/A

**Change Order to Initial Segment LRV Contract*

C802 Cost Summary

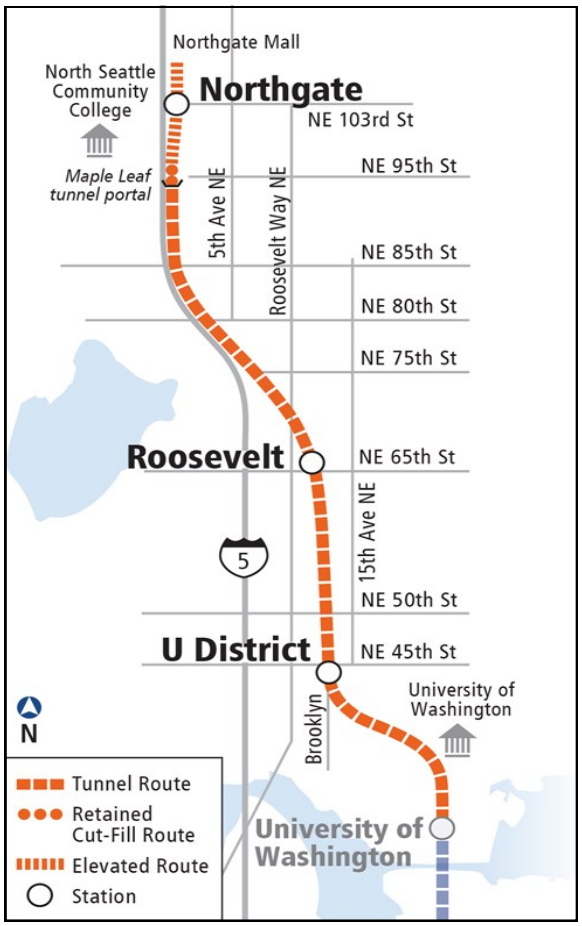
Present Financial Status	Amount
C802 Train Control —GETS* Global Signaling, LLC	
Original Contract Value (U-Link Option)	$1,996,269
Change Order Value	$15,390
Current Contract Value	$2,011,659
Total Actual Cost (Incurred To Date)	$2,011,659
Financial Percent Complete:	100%
Physical Percent Complete:	100%
Authorized Contingency	$103,731
Contingency Drawdown	$15,390
Contingency Index	N/A

**Change Order to Initial Segment Train Control Contract.*
55% of contract costs are assigned to U-Link 45% Northgate Link.

Link Light Rail
Northgate Link Extension

Scope

Limits:	The Northgate Link Extension consists of 4.3 miles of light rail extending from the University of Washington to Northgate.
Alignment:	The extension begins at the UW Station, boring tunnels under campus then continues north to a portal located north of NE 94th Street on the east side of I-5, then transitioning to an aerial structure running north to the Northgate Mall.
Stations:	The U District Station is an underground station located on the west side of the UW campus near Brooklyn Ave. and NE 45th St. The Roosevelt Station is an underground station located near NE 65th St. and 12th Ave NE. The Northgate Station is an elevated station located at the southwest edge of the Northgate Mall property.
Systems:	Include Signals, track electrification, and SCADA communications, and an additional 40 light rail vehicles.
Budget:	$2.131 Billion
Service:	September 2021
Phase:	Final Design and Construction



Map of Northgate Link Extension route and stations.

Key Project Activities

- Continued to refine design of the 26 kV power line relocation near Northgate to reflect comments by SCL reviewers of the City's Utility Master Permit.
- Continued reviews of the N160 Contract 90% design submittal for the Northgate Station and Aerial Guideway.
- Resumed conceptual level design of the parking garage at the Northgate Station.
- Notice of Intent to award the N140 GC/CM preconstruction services contract for the U District Station Finishes was issued to Hoffman Construction Company on June 27.
- For the Roosevelt Station finishes contract, final design resumed in conjunction with reviews of the contract and cost estimates by the GC/CM contractor.
- Completed placement of the invert slab for the Maple Leaf Portal and advanced TBM No. 1 to near the headwall.
- Testing of TBM No. 1 is essentially complete; all major components of TBM No. 2 have arrived on site and fabrication is progressing on schedule.
- At the Roosevelt Station, the Contractor completed slurry wall construction and the north end jet grout block and demobilized these operations from the site.
- Completed construction of the secant pile wall at the north end of the U District site and began preparations for the south wall.
- Worked closely with Seattle City Light to obtain construction power in a timely manner for all three construction sites.

Closely Monitored Issues

- Environmental documentation is being prepared for the relocation of 115 kV power lines near the Northgate Mall.
- Several changes and additions to the 26 kV power line relocation as a result of permit reviews.
- Construction Management staff and consultants are performing reviews of detailed checklists as part of a "Readiness Review" for the launch of TBM No. 1 in early July.

Project Cost Summary

The Northgate Link project cost is summarized below by two cost categorizations. In the first table, the cost is summarized in accordance with Sound Transit's Work Breakdown Structure (WBS). The second table summarizes the project in accordance with the FTA's Standard Cost Category (SCC) format. The figures in both tables are shown in millions.

Cost Summary by Phase

Project Phase	Baseline Budget	Current Adopted Budget	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Adopted Budget vs. EFC
ADMINISTRATION	$149.5	$149.5	$20.4	$22.5	$149.5	$0.0
PRELIMINARY ENGINEERING	$15.1	$15.1	$15.1	$15.1	$15.1	$0.0
FINAL DESIGN	$118.5	$118.5	$100.9	$69.3	$118.5	$0.0
CONSTRUCTION SERVICES	$112.1	$112.1	$76.9	$9.1	$112.1	$0.0
3rd PARTY AGREEMENTS	$11.8	$11.8	$10.4	$3.0	$11.8	$0.0
CONSTRUCTION	$1,338.1	$1,338.1	$465.8	$131.3	$1,338.1	$0.0
VEHICLES	$259.1	$259.1	$0.0	$0.0	$259.1	$0.0
ROW	$127.3	$127.3	$54.7	$53.6	$127.3	$0.0
Total	**$2,131.4**	**$2,131.4**	**$744.1**	**$303.8**	**$2,131.4**	**$0.0**

The Estimated Final Cost (EFC) for the project as of this reporting period is $2,131.4M, which is equal to the project budget. This period approximately $20.4M was incurred, of which $15.9M was for the N125 tunneling contract. Another $1.3M was for civil and systems final design and design support during construction, and $1.2M was for construction management. The remaining expenditures were for ROW,3rd- party coordination, staff, and other direct charges.

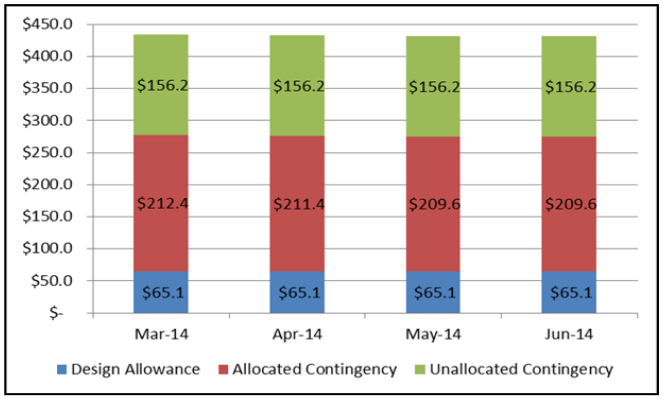
SCC Element	Baseline Budget	Current Adopted Budget	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Adopted Budget vs. EFC
10 GUIDEWAY & TRACK	$615.1	$600.6	$327.5	$87.5	$593.9	$6.7
20 STATIONS	$434.2	$360.5	$39.2	$10.4	$376.5	($16.0)
30 SUPPORT FACILITIES: YARD, SHOP	$5.3	$5.3	$5.2	$5.2	$5.2	$0.1
40 SITEWORK & SPECIAL CONDITIONS	$64.3	$132.6	$87.9	$26.9	$136.5	($4.0)
50 SYSTEMS	$110.9	$110.9	$0.9	$0.9	$110.9	($0.0)
Construction Subtotal (SCC 10 - 50)	**$1,229.9**	**$1,209.9**	**$460.8**	**$130.9**	**$1,223.1**	**($13.2)**
60 ROW, LAND, EXISTING IMPROVEMENTS	$143.1	$116.8	$54.7	$53.6	$116.8	$0.0
70 VEHICLES	$236.9	$236.9	$0.0	$0.0	$239.1	($2.2)
80 PROFESSIONAL SERVICES	$400.8	$411.6	$228.6	$119.3	$405.4	$6.2
90 CONTINGENCY	$120.8	$156.2	$0.0	$0.0	$147.0	$9.2
Capital Total (SCC 10 - 90)	**$2,131.4**	**$2,131.4**	**$744.1**	**$303.8**	**$2,131.4**	**$0.0**

The Estimated Final Cost (EFC) for some contract packages have been reassessed and revised as a result of design development and the award of Contract N125 at an amount lower than the adopted budget. Additionally, there has been a reduction to the N180 Trackwork cost estimate. The variances associated with some of the SCC groups shown above reflect the updated EFC due to these revisions.

Cost Contingency Status

Compared to the baseline amount of $396.2 million, the Total Contingency has increased by $34.7 million to $430.9 million, which is 23.6% of project work remaining. During this reporting period, a decrease or $0.13M occurred. Detailed information is provided below.

Contingency Status	Baseline		Current	
	Amount	% of Total	Amount	% of Work Remaining
Design Allowance	$ 113.9	5.3%	$ 65.1	3.6%
Allocated Contingency	$ 184.0	8.6%	$ 209.6	11.5%
Unallocated Contingency	$ 98.3	4.6%	$ 156.2	8.5%
Total	**$ 396.2**	**18.6%**	**$ 430.9**	**23.6%**



Cost Contingency Status, continued

Design Allowance – Compared to the baseline amount of $113.9 million, Design Allowance has decreased by $48.8 million to $65.1 million. No change to the DA occurred during this reporting period.

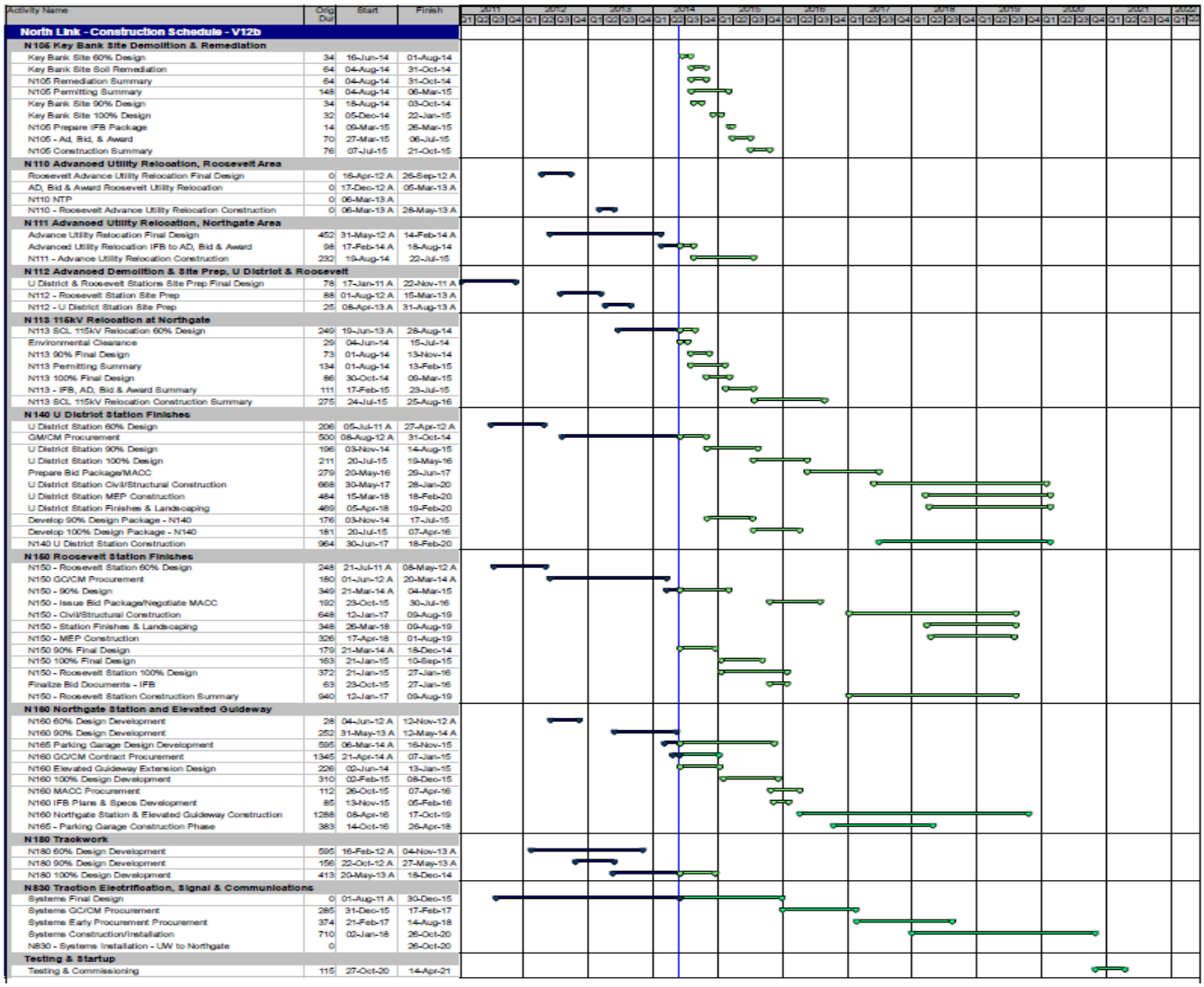
Allocated Contingency – Compared to the baseline amount of $184.0 million, Allocated Contingency has increased by $25.6 million to $209.6 million. During this reporting period, a decrease of $0.13 million occurred due to miscellaneous scope changes in the N125 tunneling contract.

Unallocated Contingency – Compared to the baseline amount of $98.3 million, Unallocated Contingency has increased by $57.9 million to $156.2 million. No changes to UAC occurred during this period.

Project Schedule

Final Design for N105 has resumed, with soil remediation still scheduled to start in August 2014 and site demolition in August 2015. For the N111, the CM team will make a decision regarding going out to bid in late July. Negotiations with JCM have continued. Construction was scheduled to start late July 2014. Design restarted for the N113 in early June; 60% design scheduled end of July. Construction scheduled to start July 2015. Alignment alternatives are under review in light of public feedback. All N125 milestones are tracking close to the required dates. TBM No. 1 has launched as of July 7. TBM No. 2 is being assembled at Maple Leaf Portal. The closure of NE 43rd St. at U District Station has started. For N140, the GC/CM contract is still expected to be in place August 2014, at which time 90% design will begin. Construction start remains 1st QTR 2018. N150 is currently in 90% design. Construction start remains 1st QTR 2017. N160 is currently in 90% design. GC/CM procurement is in progress with SOQs anticipated in mid-July 2014. At Northgate Station the N165 Parking Garage contract will be incorporated into N160 contract. ST is working with Northgate Mall to locate the Garage on Mall property. N180 Trackwork Design remains in 90% - 100% design. The Northgate Link Project Schedule is in the following page.

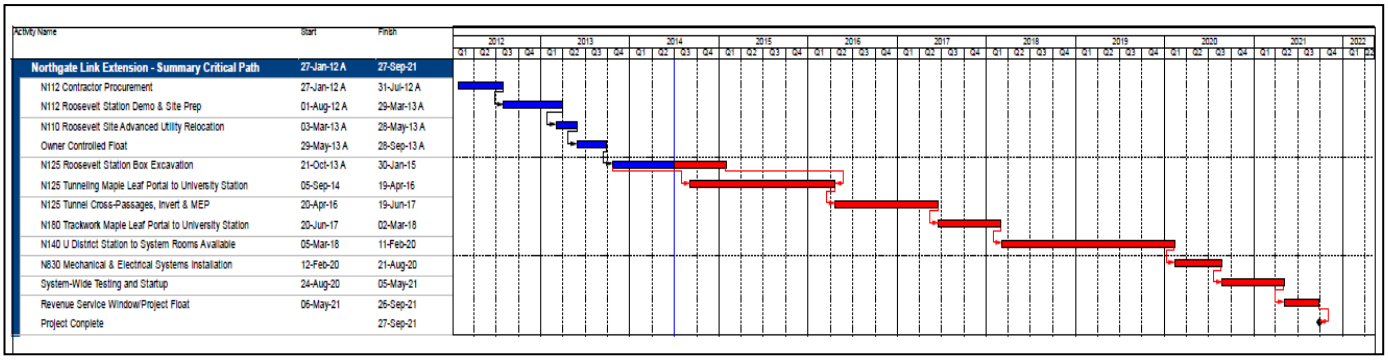
Project Schedule



Activity Name	Orig Dur	Start	Finish
North Link - Construction Schedule - V12b			
N105 Key Bank Site Demolition & Remediation			
Key Bank Site 60% Design	34	16-Jun-14	01-Aug-14
Key Bank Site Soil Remediation	64	04-Aug-14	31-Oct-14
N105 Remediation Summary	64	04-Aug-14	31-Oct-14
N105 Permitting Summary	148	04-Aug-14	06-Mar-15
Key Bank Site 90% Design	34	18-Aug-14	03-Oct-14
Key Bank Site 100% Design	32	05-Dec-14	22-Jan-15
N105 Prepare IFB Package	14	09-Mar-15	26-Mar-15
N105 - Ad, Bid, & Award	70	27-Mar-15	06-Jul-15
N105 Construction Summary	76	07-Jul-15	21-Oct-15
N110 Advanced Utility Relocation, Roosevelt Area			
Roosevelt Advance Utility Relocation Final Design	0	16-Apr-12 A	26-Sep-12 A
AD, Bid & Award Roosevelt Utility Relocation	0	17-Dec-12 A	05-Mar-13 A
N110 NTP	0	06-Mar-13 A	
N110 - Roosevelt Advance Utility Relocation Construction	0	06-Mar-13 A	28-May-13 A
N111 Advanced Utility Relocation, Northgate Area			
Advance Utility Relocation Final Design	452	31-May-12 A	14-Feb-14 A
Advanced Utility Relocation IFB to AD, Bid & Award	98	17-Feb-14 A	18-Aug-14
N111 - Advance Utility Relocation Construction	232	19-Aug-14	22-Jul-15
N112 Advanced Demolition & Site Prep, U District & Roosevelt			
U District & Roosevelt Stations Site Prep Final Design	78	17-Jan-11 A	22-Nov-11 A
N112 - Roosevelt Station Site Prep	88	01-Aug-12 A	15-Mar-13 A
N112 - U District Station Site Prep	25	08-Apr-13 A	31-Aug-13 A
N113 115kV Relocation at Northgate			
N113 SCL 115kV Relocation 60% Design	249	19-Jun-13 A	28-Aug-14
Environmental Clearance	29	04-Jun-14	15-Jul-14
N113 90% Final Design	73	01-Aug-14	13-Nov-14
N113 Permitting Summary	134	01-Aug-14	13-Feb-15
N113 100% Final Design	86	30-Oct-14	09-Mar-15
N113 - IFB, AD, Bid & Award Summary	111	17-Feb-15	28-Jul-15
N113 SCL 115kV Relocation Construction Summary	275	24-Jul-15	25-Aug-16
N140 U District Station Finishes			
U District Station 60% Design	206	05-Jul-11 A	27-Apr-12 A
GMCM Procurement	500	08-Aug-12 A	31-Oct-14
U District Station 90% Design	196	03-Nov-14	14-Aug-15
U District Station 100% Design	211	20-Jul-15	19-May-16
Prepare Bid Package/MACC	279	20-May-16	29-Jun-17
U District Station Civil/Structural Construction	668	30-May-17	28-Jan-20
U District Station MEP Construction	484	15-Mar-18	18-Feb-20
U District Station Finishes & Landscaping	469	05-Apr-18	19-Feb-20
Develop 90% Design Package - N140	176	03-Nov-14	17-Jul-15
Develop 100% Design Package - N140	181	20-Jul-15	07-Apr-16
N140 U District Station Construction	964	30-Jun-17	18-Feb-20
N150 Roosevelt Station Finishes			
N150 - Roosevelt Station 60% Design	248	21-Jul-11 A	08-May-12 A
N150 GC/CM Procurement	180	01-Jun-12 A	20-Mar-14 A
N150 - 90% Design	349	21-Mar-14 A	04-Mar-15
N150 - Issue Bid Package/Negotiate MACC	192	23-Oct-15	30-Jul-16
N150 - Civil/Structural Construction	648	12-Jan-17	09-Aug-19
N150 - Station Finishes & Landscaping	348	26-Mar-18	09-Aug-19
N150 - MEP Construction	326	17-Apr-18	01-Aug-19
N150 90% Final Design	179	21-Mar-14 A	18-Dec-14
N150 100% Final Design	163	21-Jan-15	10-Sep-15
N150 - Roosevelt Station 100% Design	372	21-Jan-15	27-Jan-16
Finalize Bid Documents - IFB	63	23-Oct-15	27-Jan-16
N150 - Roosevelt Station Construction Summary	940	12-Jan-17	09-Aug-19
N160 Northgate Station and Elevated Guideway			
N160 60% Design Development	28	04-Jun-12 A	12-Nov-12 A
N160 90% Design Development	262	31-May-13 A	12-May-14 A
N165 Parking Garage Design Development	595	06-Mar-14 A	16-Nov-15
N160 GC/CM Contract Procurement	1345	21-Apr-14 A	07-Jan-15
N160 Elevated Guideway Extension Design	226	02-Jun-14	13-Jan-15
N160 100% Design Development	310	02-Feb-15	08-Dec-15
N160 MACC Procurement	112	26-Oct-15	07-Apr-16
N160 IFB Plans & Specs Development	85	13-Nov-15	05-Feb-16
N160 Northgate Station & Elevated Guideway Construction	1288	08-Apr-16	17-Oct-19
N165 - Parking Garage Construction Phase	383	14-Oct-16	26-Apr-18
N180 Trackwork			
N180 60% Design Development	595	16-Feb-12 A	04-Nov-13 A
N180 90% Design Development	156	22-Oct-12 A	27-May-13 A
N180 100% Design Development	413	20-May-13 A	18-Dec-14
N830 Traction Electrification, Signal & Communications			
Systems Final Design	0	01-Aug-11 A	30-Dec-15
Systems GC/CM Procurement	285	31-Dec-15	17-Feb-17
Systems Early Procurement Procurement	374	21-Feb-17	14-Aug-18
Systems Construction/Installation	710	02-Jan-18	26-Oct-20
N830 - Systems Installation - UW to Northgate	0		26-Oct-20
Testing & Startup			
Testing & Commissioning	115	27-Oct-20	14-Apr-21

Critical Path Analysis

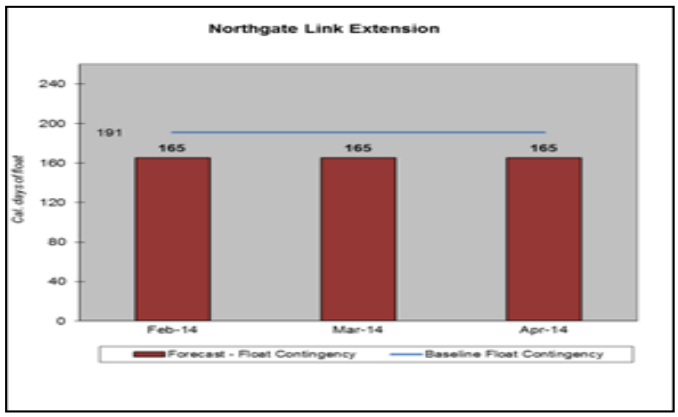
No changes are reported to the Critical Path this period. N125 milestone dates remain unchanged in the period. The critical path for this contract continues to be driven by the tunneling, followed by the cross-passages. Monitoring of the tunneling production rates will be of utmost importance in validating the N125 critical path. The Revenue Service date is unchanged at September 2021.



Activity Name	Start	Finish
Northgate Link Extension - Summary Critical Path	**27-Jan-12 A**	**27-Sep-21**
N112 Contractor Procurement	27-Jan-12 A	31-Jul-12 A
N112 Roosevelt Station Demo & Site Prep	01-Aug-12 A	29-Mar-13 A
N110 Roosevelt Site Advanced Utility Relocation	03-Mar-13 A	28-May-13 A
Owner Controlled Float	29-May-13 A	28-Sep-13 A
N125 Roosevelt Station Box Excavation	21-Oct-13 A	30-Jan-15
N125 Tunneling Maple Leaf Portal to University Station	05-Sep-14	19-Apr-16
N125 Tunnel Cross-Passages, Invert & MEP	20-Apr-16	19-Jun-17
N180 Trackwork Maple Leaf Portal to University Station	20-Jun-17	02-Mar-18
N140 U District Station to System Rooms Available	05-Mar-18	11-Feb-20
N830 Mechanical & Electrical Systems Installation	12-Feb-20	21-Aug-20
System-Wide Testing and Startup	24-Aug-20	05-May-21
Revenue Service Window/Project Float	06-May-21	26-Sep-21
Project Complete		27-Sep-21

Critical Path Float

Northgate Link was baselined in 2012. The schedule showed 191 days of project-wide float. In April 2013, some of those days were allocated as buffers at critical interfaces between adjacent contracts. This distribution reduced unallocated float to 168 days. Three more days were used when the actual September 2013 NTP date was 3 days later than the assumed baseline NTP date. The adjacent graph shows the current project-wide float remains at 165 days prior to Revenue Service in September 2021. This is unchanged since September 2013.



Construction Safety

Safety Statistics for the reporting period and year-to-date are summarized in the table below.

Data/Measure	June 2014	Year to Date	Project to Date
Recordable Injury/Illness Cases	1	4	4
Days Away From Work Cases	0	0	0
Total Days Away From Work	0	0	0
Restricted or Modified Work Cases	1	3	3
Total Days Restricted or Modified Work	1	29	29
First Aid Cases	1	3	4
Reported Near Mishaps	1	7	9
Average Number of Employees on Worksite	346	-	-
Total # of Hours (GC & Subs)	49,753	252,002	297,086
OSHA Incident Rates	**Monthly Average**	**Year to Date**	**Project to Date**
Recordable Injury Rate	4.02	3.17	2.69
DART Rate	4.02	2.38	2.02
Recordable National Average	3.70	3.70	3.70
DART National Average	2.00	2.00	2.00
Recordable WA State Average	6.50	6.50	6.50
DART WA State Average	3.40	3.40	3.40

Right of Way

The U District and Roosevelt stations require the acquisition of a range of property interests including fee takings for stations and staging areas; tunnel easements are required for the running tunnel. These acquisitions will result in owner and tenant, residential and commercial relocations. The summary table for Right-of-Way is in the following page.

Roosevelt Station – All parcels have been acquired.

U District Station – All parcels have been acquired.

Northgate Station - King County reviewing FTA Request Letter for full take offers on 2 parcels. Offers made for C1-1 Option on two parcels; 2nd C1-1 offer will be made TBD. No garage option was scheduled to be presented at the end of June but awaiting appraisal and new maps. TCE closed for one parcel.

Tunnel Easements : *UW Station to U District Station* - All parcels have been acquired except for two parcels are in condemnation. *Roosevelt Station to Northgate Station*– All required parcels have been acquired, except for two parcels are in condemnation.

Right of Way, continued

The right-of-way status as of this period is summarized below.

Line Section	Total Parcels Certified	Offers Made	Signed Agreements	Admin. Settle-ments	Possession and Use (P&U)	Closings to date	Baseline Relocations Required	Relocations Completed
U District Station	16	15	0	0	0	15	3	1
Roosevelt Station	20	18	0	0	0	18	26	26
Tunnel Easements	190	188	0	0	0	186	0	0
Northgate Station	8	6	0	0	0	0	13	0
Total	**234**	**227**	**0**	**0**	**0**	**219**	**42**	**27**

Quality Assurance Activities

Activities

- N125: MRB Dispositioned 1 Use-As-Is NCR for stripping strengths for segments were between 2000 psi to 2300 psi instead of 2500 psi as per Contract requirements.

Issues

- None to report.

Summary

Description	June 2014	Notes
No. of Audits Planned	0	None
No. of Audits Com-pleted	0	None
Reports in Progress	0	None
No. of Audits Post-poned	1	N180 100% Design Submittal

Environmental

- Finalizing agreements for wetland mitigation. Obtaining permit from WSDOT for settlement mon-itor and monitoring well installation.

Community Outreach

- Hosted various meetings with residents and the public regarding construction, transmission line relocation and its preferred alternatives.
- Distributed various notifications and posted signage for the new U District site pedestrian pathway, Seattle City Light work, electrical utility work, etc.
- Led a walking tour at U District site to discuss bicycle safety and awareness with Cascade Bicycle Club and UW Transportation Services.
- Continued coordinating temporary parking for Varsity Arms Condos and other property owners located along alley.

Business Mitigation

- Replaced/created "Business is Open" signs for several businesses.
- Completed U Manor marketing deliverables.
- Strategized directly impacted business promotion de-tails.
- Discussed potential business mitigation services for multi-family properties.

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Final Design Overview

Sound Transit has executed two key contracts with professional services consultants for the Final Design of the Northgate Link Extension. Jacobs Associates (JA) is providing civil engineering and architectural final design services. LTK Engineering Services (LTK) is providing systems engineering final design services.

Final Design Activities

Contract Package N105 –*Key Bank Demolition and Remediation:*

- Held design kick-off meeting for commencement of demolition and site remediation contract documents.

Contract Package N111 –*Advanced Electrical Utility Relocation at Northgate Station Vicinity*:

- Complied and signed updated Contract N111 UMP and IFB documents based on comments from City of Seattle.

Contract Package N113 –*115kV Relocation at Northgate Sta.*

- Began preparation for NEPA/SEPA documentation.
- 60% design effort continued to be on temporary hold.
- Continued assessment of potential alternative alignments, including further evaluation of underground options.

Contract Package N140 - *U District Sta. Civil and Finishes:*

- Primary design effort on hold pending ongoing GC/CM procurement.
- Completed ST request to update responses to 60% review comments related to the TOD, for comments that preceded the detailed TOD memo.

Contract Package N150 - *Roosevelt Sta. Civil and Finishes*:

- Continued 90% design effort and incorporation of outstanding 60% comments.
- Updated station BIM model, with associated discipline coordination.
- Continued working with GC/CM team on constructability recommendations and coordination of Contract N125 and N150 work sequencing.

Contract Package N160 - *Northgate Sta. and Aerial Guideway Civil and Finishes:*

- Submitted draft WDOT Hydraulics Report incorporating the South Watercourse concept for ST review.
- Continued to address 90% design review comments, and 30-60% and subsequent 90% SIP comments.
- Completed and submitted Rail Gap deviation request, and prepared additional graphics following N160 LRRP review meeting.

Contract Package N165 – *Northgate Parking Garage (will be included in N160):*

- Supported ST with appraisal documentation of the SPG parcels.
- Prepared initial parking garage program and new garage scheme for the strip mall site location.
- Commenced garage GC/CM RFP level design.

Contract Package N180 – *Trackwork*:

- Continued to monitor outstanding issues and information available from U Link Contract U830.

Contract Package N830 – *Traction Electrification, Signals, and Communications:*

- Coordinated and finalized equipment room coordination matrix inputs for N150.
- Reviewed and began preparation of EMI test data report.

Final Design Schedule

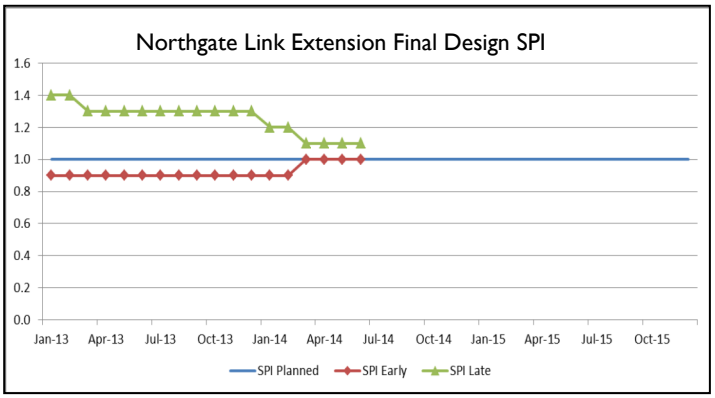
The table below summarizes the current civil Final Design submittal schedule for each contract package.

Work Packages	60%		90%		100% to ST	
	Plan	F/A*	Plan	F/A*	Plan	F/A*
N111 Advanced Utility Relocation – Northgate	12/21/2012	5/23/2013A	3/29/2013	10/15/2013A	7/12/2013	1/31/2014
N113 115kV Relocation at Northgate	10/29/2013	7/31/2014	3/27/2014	10/15/2014	6/19/2014	12/31/2014
N140 U District Station Finishes	12/24/2011	4/27/2012A	9/18/2012	7/17/2015	5/10/2013	4/7/2016
N150 Roosevelt Station Finishes	4/13/2012	2/27/2012A	1/28/2013	12/18/2014	10/23/2013	9/10/2015
N160 Northgate Sta. Civil/Finishes/Guideway	6/27/2012	10/5/2012A	4/17/2013	3/7/2014A	11/26/2013	10/22/2014
N180 Trackwork	8/23/2012	8/23/2012A	5/22/2013	4/8/2013A	8/26/2013	5/15/2015
N830 Traction Electrification, Signals, Communications	12/12/2012	12/20/2012A	4/10/2014	8/31/2015	12/9/2014	5/16/2016

F/A* = Forecast/Actual

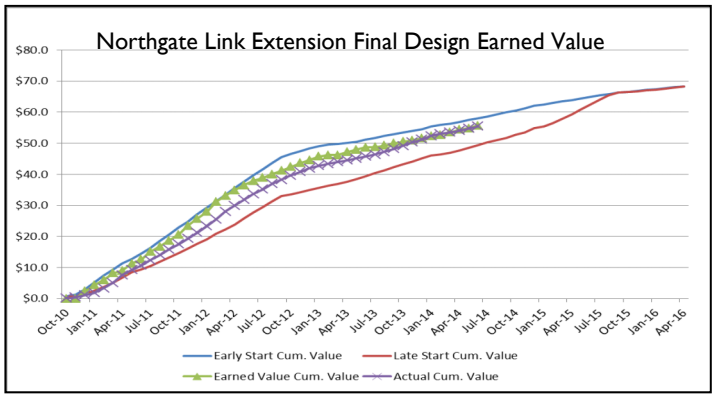
Final Design Schedule Performance

For Final Design activities only, the Schedule Performance Index (SPI) reported this period is 1.0 based on the early start dates. The Design Consultant is meeting all of their design deliverable milestones. Additionally, the late start SPI is 1.1 indicating that the design consultant is meeting its planned work targets.



Final Design Cost Performance

Through this period, the total amount spent for civil final design is $58.0M, which is approximately 66% of the total contract amount. For final design activities only, the total amount spent is $55.4M, which is approximately 81%. The consultant reported 81.2% complete for final design activities, resulting in an Earned Value of $55.7M. The cumulative Cost Performance Index (CPI) is currently 1.0, which indicates expenditures are in line with planned cost (Earned Value). Based on the current CPI trend, final cost is expected to be within budget.



Performance	Previous Period	Current Period	Cumulative To Date
Amount Invoiced	$54,741,663	$703,709	$55,445,372
Spent	79.8%	1.0%	80.8%
Earned Value	$54,792,787	$894,387	$55,687,174
% Complete	79.9%	1.3%	81.2%
CPI	**1.0**	**1.3**	**1.0**

Other Key Final Design Activities

Geotechnical Investigation

- Completed soil sample disposal from N125.

Surveying and ROW

- Updated parcel maps from N125, N140 and N150, and submitted Right-of-Way plan for SIP packages.

Permits

- Began coordination of DPD permit requirements and completed verification of site survey at the Key Bank parcel.
- Started preliminary draft application for the N150 Roosevelt Station MUP submittal to DPD.

Construction Noise Variances

- None to report this period.

Ground Borne Noise and Vibration

- Continued to monitor U-Link floating slab prototype manufacture and test planning.

Construction Cost Estimating

- Continued reconciliation of N150 cost estimate with GC/CM.
- Reviewed and incorporated comments on N160 90% estimate.

Construction Schedules

- None to report this period.

Quality Assurance

- Ongoing quality control (QC) and coordination, including review and checking for Contract N160 60% comments incorporation.

Design and Project Integration

- Provided coordination and integration between all contracts in the Northgate area.
- Integration and coordination with Systems Consultant (LTK), Art Consultant and Station Artists continued as required.

Major Construction Contract Packages

Construction of the Northgate Link Extension consists of eight major construction contract packages: seven civil packages and one combined systems package. Below is a brief scope description for each of these contract packages:

N110 Utility Relocation at Roosevelt Station Area - Relocation of electrical and communication facilities at the Roosevelt Station site. (Complete)

N112 U District and Roosevelt Station Site Preparation - Demolition of existing structures, grading and paving at the U District and Roosevelt Station sites. (Complete)

N113 115kV Relocation at Northgate Station Area - Relocation of overhead electrical facilities at the Northgate Station area.

N125 TBM Tunnels UW Station to Maple Leaf Portal - Tunneling work and support of excavation of station boxes for the U District and Roosevelt stations.

N140 U District Station Finishes - Civil and architectural finishes work for the U District Station.

N150 Roosevelt Station Finishes– Civil and architectural finishes work for the Roosevelt Station.

N160 Northgate Station & Elevated Guideway - Civil and architectural finishes work for the Maple Leaf Portal, the aerial guideway, and the Northgate Station and Tail Track.

N165 Northgate Parking Garage (will be part of N160) - Construction of a 450 stall parking garage to be located at the south corner of the existing Northgate Mall surface parking lot at NE 103rd St. near 1st Avenue NE.

N830 Track Electrification, Signals, Communication System, and Track - Installation of the major system elements – Traction Electrification, 26kV Distribution, Signals, and Communications and all Trackwork.

Construction Schedule Highlights

Package	Bid Advertisement	NTP	Substantial Completion
N105 – Keybank Remediation/Demo	March 2015	Aug 2015	Dec 2015
N113 - SCL 115kV Relocate	Aug 2015	Dec 2015	Jan 2017
N125 – TBM Tunnels	Jan 2013A	Sep 2013A	Jan 2018
N140 – U District Station Finishes	Oct 2013A (GC/CM Precon)	Feb 2018 (construction)	Sep 2020
N150 – Roosevelt Station Finishes	Apr 2013A (GC/CM Precon)	Jan 2017 (construction)	Jul 2019
N160 – Northgate Station & Guideway	Dec 2014	May 2016	Nov 2019
N180– Floating Slab & Trackwork	Jan 2016	Jun 2016	Aug 2019
N830 – Systems & Track	Dec 2015 (GC/CM Precon)	Jan 2018 (construction)	Oct 2020

A = Actual

Contract N125 – TBM Tunnels

Current Progress

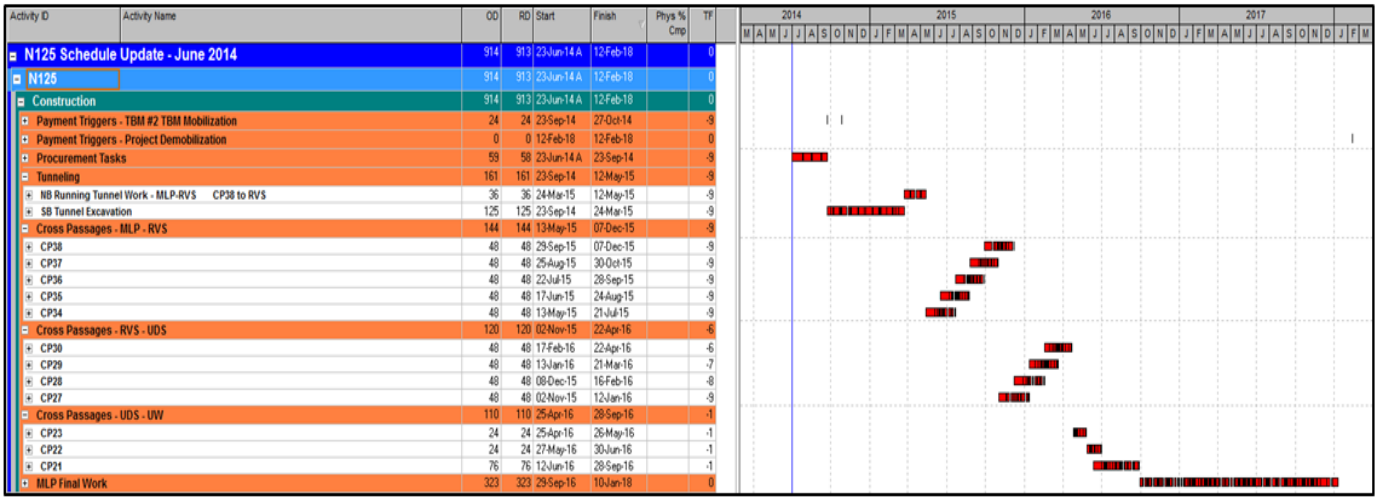
At the Maple Leaf Portal, TBM No. 1 completed final readiness for the launch on July 7. The launch was pushed back from end of June in order to complete setup and powering of the stack conveyor. Continued assembly of TBM No.2.

At the Roosevelt Station, slurry wall construction is nearly complete but reported as 7 days behind schedule. Mass excavation and installation of the soil nail walls began at the end of June. Work continues on the 10" sewer line on NE 66th. ductbank work on Weeding Place continues. Construction of the tower crane base will begin in mid-July.

At U District Station, the Contractor is preparing to close NE 43rd Street and begin construction of the south secant pile wall.

Schedule/Critical Path

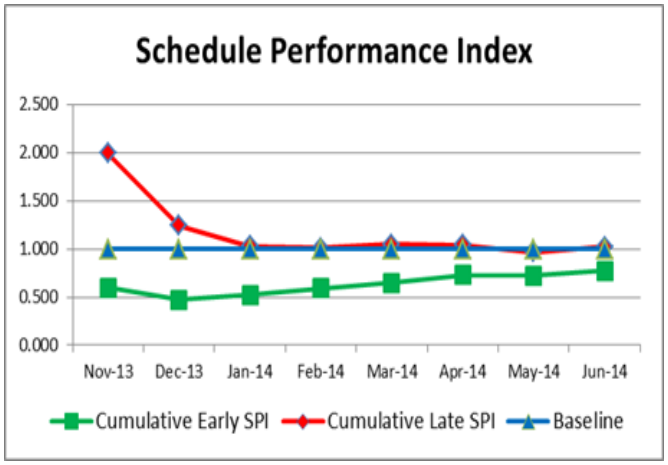
The critical path as illustrated below continues to be driven by the tunneling, with construction of the Cross Passages becoming increasingly critical. The Contractor has added activities for dewatering of 11 cross passages increasing the duration of this work. Crew levels have been reduced in the June schedule and Contractor is re-sequencing post-tunneling work to take place in a linear fashion from MLP to U District. This has resulted in a reduction of float and an almost 23% increase in the number of critical path activities.



Activity ID	Activity Name	OD	RD	Start	Finish	Phys % Cmp	TF
N125 Schedule Update - June 2014		914	913	23-Jun-14 A	12-Feb-18		0
N125		914	913	23-Jun-14 A	12-Feb-18		0
Construction		914	913	23-Jun-14 A	12-Feb-18		0
Payment Triggers - TBM #2 TBM Mobilization		24	24	23-Sep-14	27-Oct-14		-9
Payment Triggers - Project Demobilization		0	0	12-Feb-18	12-Feb-18		0
Procurement Tasks		59	58	23-Jun-14 A	23-Sep-14		-9
Tunneling		161	161	23-Sep-14	12-May-15		-9
NB Running Tunnel Work - MLP-RVS	CP38 to RVS	36	36	24-Mar-15	12-May-15		-9
SB Tunnel Excavation		125	125	23-Sep-14	24-Mar-15		-9
Cross Passages - MLP - RVS		144	144	13-May-15	07-Dec-15		-9
CP38		48	48	29-Sep-15	07-Dec-15		-9
CP37		48	48	25-Aug-15	30-Oct-15		-9
CP36		48	48	22-Jul-15	28-Sep-15		-9
CP35		48	48	17-Jun-15	24-Aug-15		-9
CP34		48	48	13-May-15	21-Jul-15		-9
Cross Passages - RVS - UDS		120	120	02-Nov-15	22-Apr-16		-6
CP30		48	48	17-Feb-16	22-Apr-16		-6
CP29		48	48	13-Jan-16	21-Mar-16		-7
CP28		48	48	08-Dec-15	16-Feb-16		-8
CP27		48	48	02-Nov-15	12-Jan-16		-9
Cross Passages - UDS - UW		110	110	25-Apr-16	28-Sep-16		-1
CP23		24	24	25-Apr-16	26-May-16		-1
CP22		24	24	27-May-16	30-Jun-16		-1
CP21		76	76	12-Jun-16	28-Sep-16		-1
MLP Final Work		323	323	29-Sep-16	10-Jan-18		0

Schedule Performance Index

The SPI for June 2014 is 0.76, up from the 0.72 reported in May. The project is trending on the late schedule. The Ground Freezing work in advance of the Cross Passage construction has reduced float placing additional passages on the critical path. The CM team is closely monitoring the Contractor's choice of Means & Methods in order to gauge the impact on available float.



Key Activities

Current Period

- CSI continued casting segment rings –30.4% have been produced.

Maple Leaf Portal (MLP)

- Completed installation of overland conveyor, muck bin, conveyor storage cassette, material handler stands, and cooling tower.
- Completed installation of construction wall gates.
- Completed installation of TBM power, launching pads, NB entrance seal, and launch frame.

Roosevelt Site

- Completed excavation and installation of slurry wall panels (76 of 76 panels completed).
- Completed removal of mid north guide walls.
- Completed electrical vault 1 installation at Weedin Place.
- Started drilling dewatering wells.

U District Site

- SCL completed work near NE 43rd St, allowing demolition of old transite duct bank to proceed.
- Completed installation of gravity block wall for the alley.
- Continued installation of north secant piles, east soldier piles, and west soldier piles.

Next Period

- Continue casting production segment rings.

Maple Leaf Portal (MLP)

- Launch TBM No. 1 for NB tunnel.
- Replace transformers and energize permanent power by SCL.
- Continue assembly of TBM No. 2.
- Complete installation of north end process water treatment system.

Roosevelt Site

- Continue dewatering well drilling and begin dewatering piping and wiring.
- Begin installation of sound wall across NE 67th St.
- Begin installation of extensometers at north jet grout block area.

U District Site

- Complete north secant pile and continue east and west soldier pile installation.
- Continue installation of south guide walls.
- Begin dewatering well installation.
- Begin installation of instrumentation at north end and saddlebags.

Closely Monitored Issues

- Contractor has advised Sound Transit that they have begun procurement of long-lead items for TBM No.3. ST has expressed concern about delays of the TBM No.3 refurbishment process in several weekly progress meetings.

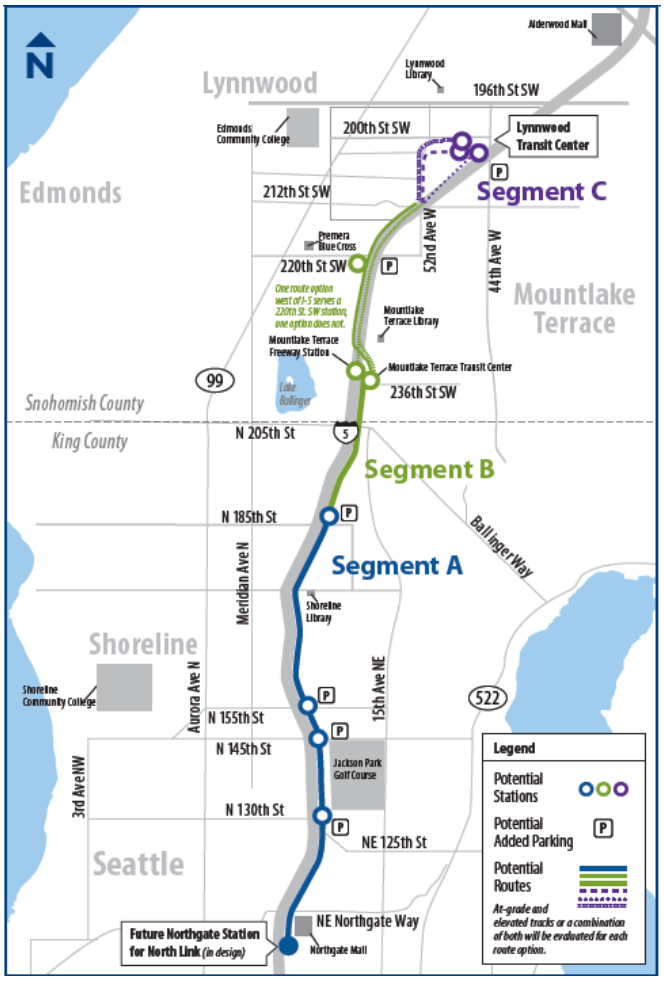
Cost Summary

Present Financial Status	Amount
N125Contractor - JCM Northlink	
Original Contract Value	$441,321,000
Change Order Value	$ 1,088,290
Current Contract Value	$441,409,290
Total Actual Cost (Incurred to date)	$115,496,783
Financial Percent Complete:	26.2%
Physical Percent Complete:	26.5%
Authorized Contingency	$22,016,050
Contingency Drawdown	$ 1,088,290
Contingency Index	5.35

Pushing TBM #1 in front of entrance seal and performing final assembly at the MLP headwall area.

Scope

The Lynnwood Link Extension Project entails the identification and evaluation of transit alternatives between Northgate in the City of Seattle to Lynnwood in Snohomish County with service in the cities of Shoreline and Mountlake Terrace. Consistent with FTA New Starts requirements, the project has undergone an Alternative Analysis, completed in the 3rd QTR 2011 and Environmental Scoping, completed in the 4th QTR 2011. Development of the Conceptual Engineering and Draft EIS concluded in 2013. In November 2013, the Sound Transit Board identified the preferred route and station alternatives for the Final EIS.



Map of Lynnwood Link Extension route and station alternatives.

Key Project Activities

- Sound Transit Board identified preferred route and station alternatives in November 2013.
- Phase 3 (Final EIS and Preliminary Engineering) began in December 2013.
- Preparing for Final EIS completion in 1st QTR 2015.

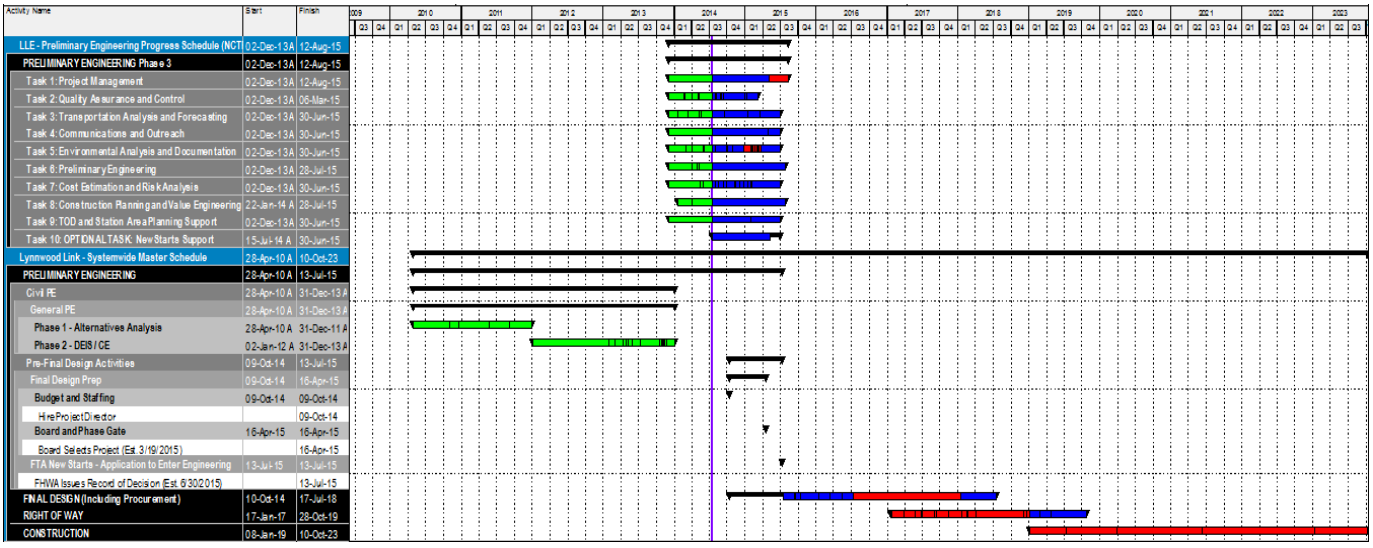
Project Cost Summary

The Lynnwood Link Extension is currently funded through the completion of preliminary engineering (PE) and environmental documentation. Board approval for additional funding for final design and construction will be sought upon completion of PE. Table (below) figures in millions.

Phase	Adopted Budget	Commitment to Date	Incurred to Date	Forecasts and Trends	Estimated Final Cost (EFC)	Budget Versus EFC
Administration	$10.7	$3.6	$3.9	$7.1	$10.7	$0.0
Preliminary Engineering	$44.3	$37.7	$24.1	$6.7	$44.3	$0.0
3rd Party Agreements	$1.0	$0.8	$0.2	$0.2	$1.0	$0.0
Right of Way	$1.1	$0.4	$0.3	$0.6	$1.1	$0.0
Total	**$57.1**	**$42.5**	**$28.5**	**$14.6**	**$57.1**	**$0.0**

Project Schedule

The Lynnwood Link Extension, environmental documentation and preliminary engineering is anticipated to be completed in 2015. The project schedule is presented below.


Activity Name
Start
Finish
LLE - Preliminary Engineering Progress Schedule (NCT 02-Dec-13 A 12-Aug-15
PRELIMINARY ENGINEERING Phase 3 02-Dec-13 A 12-Aug-15
Task 1: Project Management 02-Dec-13 A 12-Aug-15
Task 2: Quality Assurance and Control 02-Dec-13 A 06-Mar-15
Task 3: Transportation Analysis and Forecasting 02-Dec-13 A 30-Jun-15
Task 4: Communications and Outreach 02-Dec-13 A 30-Jun-15
Task 5: Environmental Analysis and Documentation 02-Dec-13 A 30-Jun-15
Task 6: Preliminary Engineering 02-Dec-13 A 28-Jul-15
Task 7: Cost Estimation and Risk Analysis 02-Dec-13 A 30-Jun-15
Task 8: Construction Planning and Value Engineering 22-Jan-14 A 28-Jul-15
Task 9: TOD and Station Area Planning Support 02-Dec-13 A 30-Jun-15
Task 10: OPTIONAL TASK: New Starts Support 15-Jul-14 A 30-Jun-15
Lynnwood Link - Systemwide Master Schedule 28-Apr-10 A 10-Oct-23
PRELIMINARY ENGINEERING 28-Apr-10 A 13-Jul-15
Civil PE 28-Apr-10 A 31-Dec-13 A
General PE 28-Apr-10 A 31-Dec-13 A
Phase 1 - Alternatives Analysis 28-Apr-10 A 31-Dec-11 A
Phase 2 - DEIS / CE 02-Jan-12 A 31-Dec-13 A
Pre-Final Design Activities 09-Oct-14 13-Jul-15
Final Design Prep 09-Oct-14 16-Apr-15
Budget and Staffing 09-Oct-14 09-Oct-14
Hire Project Director 09-Oct-14
Board and Phase Gate 16-Apr-15 16-Apr-15
Board Selects Project (Est. 3/19/2015) 16-Apr-15
FTA New Starts - Application to Enter Engineering 13-Jul-15 13-Jul-15
FHWA Issues Record of Decision (Est. 6/30/2015) 13-Jul-15
FINAL DESIGN (Including Procurement) 10-Oct-14 17-Jul-18
RIGHT OF WAY 17-Jan-17 28-Oct-19
CONSTRUCTION 08-Jan-19 10-Oct-23
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Environmental

- Preparing Final EIS for publication in early 2015.

Community Outreach

- Held the final two informal community drop-in sessions in Shoreline and Mountlake Terrace. Several attendees completed comment forms and surveys. A summary report is being compiled for these sessions.
- Continued making courtesy call to residents 48 hours in advance of field staff working on private property.
- Continued regular weekly meetings for field work coordination.
- Preparing for upcoming community fairs and festivals that begin in July, which includes printed and isplay materials, banners, comment forms, sign-ion sheets, informational and marketing materials.
- Sent out corridor newsletter to over 80,000 businesses and residents along the corridor and also sent out email version to subscribers.

Phase 3 Preliminary Engineering and Final EIS

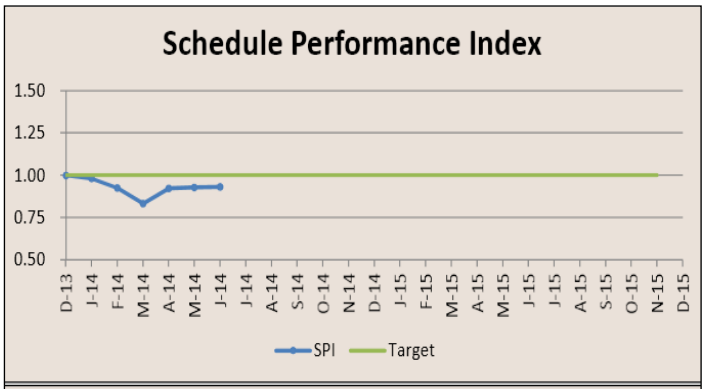
Sound Transit executed a contract amendment for Phase 3, Preliminary Engineering and Final EIS for Lynnwood Link, in December 2013.

Phase 3 Key Activities

- Continued work on modeling, methodologies, and technical documentation in support of the Final EIS.
- Continued environmental field work and engineering of preferred alternative.
- Developing plans for upcoming constructability, risk, and value engineering assessments.
- Continued development of the work program to obtain FTA New Starts Engineering authority.

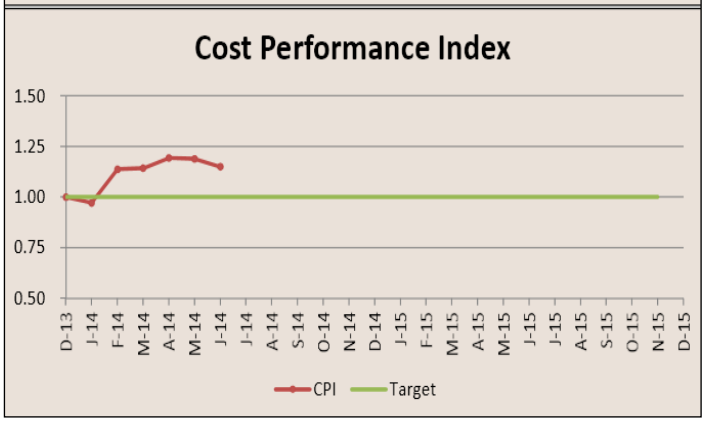
Phase 3 Schedule Performance

The cumulative Schedule Performance Index (SPI) is 0.93 through June, indicating less work performed to date than originally planned. Critical path work is on schedule and the anticipated Phase 3 completion is unchanged (August 2015).



Phase 3 Cost Performance

$23.6 M of the total contract amount, approximately 65%, has been spent through June. Phase 3 expenditures through June totaled $7.2 M, approximately 36% of the Phase 3 contract total. The Phase 3 percent complete reported at the end of June is 41%, with an earned value of $8.3 M. The cumulative Cost Performance Index (CPI) through June is 1.15, indicating costs are lower than the budget planned for work accomplished. Based on the current trend, the Phase 3 cost is expected to be within budget.



Phase 3 Performance	Previous Period	Current Period	Cumulative To-date
Amount Invoiced	$5,620,668	$1,564,532	$7,185,200
% Spent	28%	0%	0%
Earned Value	$6,678,207	$1,584,307	$8,262,514
% Complete	33%	8%	41%
SPI	**0.93**	**1.00**	**0.93**
CPI	**1.19**	**1.01**	**1.15**

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Map of East Link Extension.

Scope

Limits:	Downtown Seattle to Mercer Island, Bellevue and the Overlake area of Redmond.
Alignment:	East Link extends light rail 14 miles to East King County from Downtown Seattle serving Mercer Island via I-90, Bellevue and the Overlake area of Redmond, with ten new light rail stations. The alignment configuration includes at-grade, elevated, bridges, new and retrofitted tunnels.
Stations:	Rainier Ave/I-90, Mercer Island, South Bellevue, East Main, Bellevue Transit Center, Hospital, 120th, 130th, Overlake Village and the Overlake Transit Center (OTC).
Systems:	Signals, traction power, and communications (SCADA).
Budget:	$798.3 Million Lifetime Budget through the Final Design Phase.
Phase:	Final Design
Construction Starts:	2016
Service:	2023

Key Project Activities

Seattle to South Bellevue

- *IDS Turnback track:* Track Alignment and profile 60% submittal anticipated next period.
- *Stations*: Rainier Ave and Mercer Island: Design plans advancing to 60%. Continued clash detection/3D modeling for Rainier Avenue Station.
- *Track Bridge*: Preparation for the final electrical isolation testing is underway.
- *Utilities*: WSDOT and ST currently reviewing concept for electric power supply to the Lakeside Avenue TPSS via the WSDOT Mt. Baker tunnel.
- *Track Attachment*: Initiating concept validation through a track attachment test program, including measures to mitigate stray current. Draft reports on the Light Weight Concrete testing program and the Stray Current Mitigation design on the fixed structures have been submitted.
- *Tunnels*: A power sharing concept for tunnel ventilation equipment using the centrally located power supply in the WSDOT right-of-way has been agreed to by ST and WSDOT.

Key Project Activities

Seattle to South Bellevue, continued

- Third Parties: Provided a project briefing for the Mercer Island City Council; continued coordination with King County Metro and WSDOT on design and transit system integration; continued coordination with Seattle Light Rail Review Committee, and the Mercer Island Review Panel; held a coordination meeting with FHWA and WSDOT staff in Olympia.
- Provided a Project Update for the Citizen Oversight Panel.
- Evaluating alternatives for routing power to Mt. Baker TPSS.

Bellevue-Redmond

- Continued working with City of Bellevue regarding interface issues, urban design elements, property rights, etc. Working with Bellevue to finalize VE Study recommendations for E320, E330, E335, and E340. Bellevue and ST have concurred on a majority of the proposed right-of-way concurrence exhibits.
- Reviewed VE Study recommendations and proposed responses with Bellevue.
- Continued civil design coordination with Redmond staff; continuing work with Redmond on the Overlake Village Agreement.
- Continued working through WSDOT's design approval process for E320, E335, and E360.
- Continued working through proposed RFP elements for E360 with WSDOT, Metro, Microsoft, Bellevue and Redmond.
- Right-of-Way Plan and parcel map development for all contract packages continued.
- Continued working with the private/franchise utilities to develop the design for 16th and 136th Place utility relocations. Continued working with Olympic Pipeline (OPL) to develop a relocation design.
- Advertised the E335 GCCM Contract; advertised the E360 Design Build Project Management Contract.

Project Cost Summary

The following table summarizes the cost information for the East Link Extension. Lifetime Budget reflects the project budget adopted by Sound Transit Board, which includes budget through the Final Design Phase.

	Lifetime Budget	Commitment to Date	Incurred to Date	Forecasts and Trends	Estimated Final Cost (EFC)	Budget vs. EFC
Administration	$68.1	$24.7	$26.2	$43.4	$68.1	$0.0
Preliminary Engineering	$56.6	$54.3	$53.7	$2.3	$56.6	$0.0
Final Design	$232.6	$149.8	$98.0	$82.8	$232.6	$0.0
Construction Services	$11.0	$0.0	$0.0	$11.0	$11.0	$0.0
3rd Party Agreements	$40.6	$5.1	$2.6	$35.5	$40.6	$0.0
Construction	$24.0	$12.4	$318.4	$11.6	$24.0	$0.0
Right-of-way	$365.4	$39.6	$34.7	$325.8	$365.4	$0.0
Total	**$798.3**	**$285.8**	**$215.5**	**$512.5**	**$798.3**	**$0.0**

Project Schedule

The East Link Extension is in Final Design. Revenue Service to the Overlake Transit Center is forecast for 2023. Contract packaging and sequencing of construction continues to be refined. E335 GC/CM (Downtown Bellevue to Spring District) procurement documents in development; and Bellevue Segment CMC Contract is in procurement. Initiation of the E360 Design –Build contract procurement is planned for late 2014.

Activity Name	Start	Finish	Total Float
Preliminary Engineering			
ST Adopt Preferred Alternative		28-Jul-11 A	
Record of Decision (ROD)		23-Nov-11 A	
Submit for ROD	28-Jul-11 A	23-Nov-11 A	
ST Board - Phase Gate Approval	27-Oct-11 A	27-Oct-11 A	
Final Design - S. Bellevue to Overlake Transit Center			
Package 1 (S. Bellevue to OTC) - ST Procurement of Final Design	06-Oct-11 A	12-Mar-12 A	
Package 1 (S. Bellevue to OTC) - NTP for Final Design Contract	20-Sep-12 A		
Package 1 (S. Bellevue to OTC) - Early Work	06-Oct-11 A	12-Jun-12 A	
Package 1 (S. Bellevue to OTC) - Final Design	20-Sep-12 A	06-May-16	0d
Final Design - Seattle to S. Bellevue			
Package 2 (Seattle to S. Bellevue) - ST Procurement of Final Design	06-Jan-12 A	17-Oct-12 A	
Package 2 (Seattle to S. Bellevue) - NTP for Final Design Contract	13-Nov-12 A		
Package 2 (Seattle to S. Bellevue) - Final Design	13-Nov-12 A	16-Mar-16	604d
Final Design - Systems, Corridor-wide			
Package 3 (Systems) - ST Procurement of Final Design	01-Dec-11 A	17-Aug-12 A	
Package 3 (Systems) - NTP for Final Design Contract	04-Sep-12 A		
Package 3 (Systems & Corridor-wide) - Final Design	04-Sep-12 A	31-May-16	433d
Right of Way			
Right of Way Acquisitions: S. Bellevue to OTC (thru Condemnations)	02-Jun-14 A	31-Jul-17	0d
Right of Way Acquisitions: Seattle to S. Bellevue (thru Condemnations)	02-Jun-14 A	31-Jul-17	1089d
Early Work Right of Way Acquisitions	01-Jan-13 A	31-Oct-14	0d
Construction			
Procurements for Civil Construction	03-Jun-14 A	11-Apr-16	0d
Civil Construction: S. Bellevue to OTC	22-Sep-15	11-Jan-21	0d
Civil Construction: Seattle to S. Bellevue	09-Jun-16	07-Dec-20	604d
Systems Construction	29-Jan-18	11-Feb-22	0d
Final Acceptance, Alignment Testing, Startup			
Startup, Testing, and Pre-Revenue Service	16-Dec-21	17-Jun-22	0d
Project Revenue Service Window	20-Jun-22	31-Mar-23	0d
Project Complete		31-Mar-23	0d

East Entrance of Rainier Station is at 60% Design.

Right of Way

The East Link Extension involves the acquisition of a range of property interests including fee acquisitions for stations, guideway, staging areas, support facilities, and tunnel and guideway easements as well as permanent and temporary easements for construction. These acquisitions will result in owner and tenant residential and commercial relocations. The East Link Extension included the advance acquisition of approximately one mile of an existing railroad parcel ("Bellevue Mile") that the Sound Transit Board approved in June 2011. The right-of-way program status for this period is summarized in the following table. Market value trends in both residential and commercial properties are exhibiting strong upward pressure. Appraisals are being adjusted to reflect this increasing trend in the market. The overall impact on the Right-of-Way budget is being closely monitored.

East Link Extension Property Acquisition Status

Line Section	Total Parcels Certified	Offers Made	Signed Agree-ments	Possession and Use	Closings to date	Baseline Relocations Required	Reloca-tions Completed
Seattle to S. Belevue	1	0	0	0	0	0	0
S. Bellevue to OTC	225	87	12	0	37	221	23
Bellevue Mile	1	1	1	0	1	0	0
Total	**227**	**88**	**13**	**0**	**38**	**221**	**23**

Seattle to S. Bellevue

E130 I-90 - No new activity.

S. Bellevue to OTC parcels

E320 S. Bellevue– Ten parcels closed.

E330– Downtown Bellevue Tunnel—One parcel closed.

E335 Downtown Bellevue to Spring District – No new activity.

E340 Bel-Red – ST Board approved parcel count increased by two, reduced from E360.

E360 SR 520 to OTC – One offer made. ST Board approved parcel count decreased by two, increased in E340.

Bellevue Mile- formerly BNSF railroad right-of-way parcel purchased from the Port of Seattle.

Quality Assurance Activities

Activities

- None to report.

Issues

- None to report.

Summary

Description	June 2014	Notes
No. of Audits Planned	1	E320 90%
No. of Audits Com-pleted	3	E130 60% - 6/16/14 E340 90% - 6/27/14 E360 RFP - ongoing
Reports in Progress	1	E335 60% Design
No. of Audits Post-poned	1	E120 60% Submittal

Environmental

- Developing environmental permit application packages.
- Preconstruction archaeological investigations are underway.

Sound Transit Board Actions

Board Action	Description	Date
	None to report.	

Community Outreach

- Performed notifications for upcoming survey, environmental site assessment, potholing and archaeological field work to City of Bellevue staff and private property owners.
- Sent out the Mercer Island Open House postcard to approximately 15,400 advertisements placed in local media outlets.
- Engaged Mercer Island staff on the station naming process to capture their feedback.
- Updated Bellefield Residential Park on the result of the ground-penetrating radar survey to locate the pipe feeding their pond from Mercer Slough.
- Held an East Link/Transit Integration partnering session with King County Metro to discuss an Outreach approach.
- Continued working on notification materials (i.e., postcard, advertisements, newsletter) in advance of the July I-90 open houses.
- Participated in various meetings/briefings with City of Bellevue businesses, communities and property owners.
- Toured alignment for business mitigation purposes.

I-90 (Stage 3A) HOV Ramp Construction

Construction

I-90

- Initiated I-90 (Stage 3A) HOV ramp construction.
- I-90 Construction management Services Request for Qualification (RFQ) in development.

Bellevue-Redmond

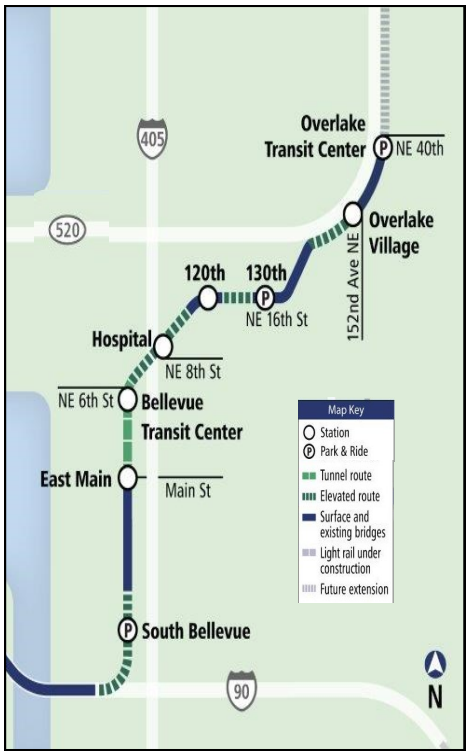
- Bellevue Segment Construction Management Services (for preconstruction services), procurement in progress.
- E335 GC/CM procurement documents in development.
- E360 Design Build Project Management Services RFQ in development.

Final Design Scope

Final Design for the East Link Extension includes three major design contracts: two for civil improvements and one for systems improvements. This contract is for civil and architectural design services from South Bellevue to the Overlake Transit Center (OTC). The contract was awarded to H-J-H Final Design Partners, a joint venture of HNTB Corporation, Jacobs Engineering Group, Inc., and Hatch Mott MacDonald.

The scope of H-J-H services includes detailed designs of the corridor, preparation of comprehensive construction contract documents, permitting support, surveying, geotechnical investigations, right-of-way planning, third party coordination, systems coordination, cost estimating, scheduling, sustainability report, bid support and community outreach.

The design is being grouped into five Contract Packages: (1) E320 South Bellevue; (2) E330 Downtown Bellevue Tunnel; (3) E335 Downtown Bellevue to Spring District; (4) E340 Bel-Red, and (5) E360 SR-520 to OTC.



Map of South Bellevue to the Overlake Transit Center in Redmond.

Final Design Key Activities

E320 So. Bellevue

- Obtained concurrence on signalized intersection at 112th Avenue SE and SE 15th Street; incorporated South Bellevue Station parking circulation revisions.
- Continued 90% civil roadway, demolition, MOT, illumination, traffic signals, signing and stripping, utilities, drainage, and corridor landscaping design.
- Revised the configuration of the Bellevue Way SE/SE 30th St/I-90 ramp terminal intersection based on comments received from WSDOT and FHWA and in coordination with Sound Transit and City of Bellevue.

E330 Downtown Bellevue/E335 Downtown Bellevue to Spring District

- Completed and submitted the 90% submittal package to Sound Transit on 6/2/2014.
- Continued building-related analyses for Marriott Hotel and Abella Condominiums.

E335 Downtown Bellevue to Spring District

- Continued to hold the stations design until GC/CM is on board.
- Supported advancement of right-of-way contract drawings and parcel maps with isolated design work.
- Provided support for assessment of long-span guideway work over I-405, temporary construction airspace lease, and Maintenance of Traffic.

E340 Bel-Red

- Completed the implementation and incorporation of the revised 90% plans, for the 136th Place widening, paved and signalized intersections, crosswalks, urban design and the removal of the wetland mitigation improvements.
- Continued to participate in the coordination meetings with third party utilities, updated the Utility Technical Memorandum and utility easements, and coordinated the relocation of impacted utilities.
- Participated in the coordination between Sound Transit and LTK Systems in support of grade crossing systems design.

E360 SR 520 to OTC

- Coordinated work with WSDOT, PSE, Frontier Communication, City of Redmond and Microsoft.
- Developed figures for the Overlake Transit Center bus loop, tree preservation, and NE 40th Street Bike Path.
- Completed revisions to E360 Final RFP Project Requirements, and drawings based on the comments from interdisciplinary review process. Started the QC review.

Final Design Schedule

The table below shows the design submittal dates for each of the contract.

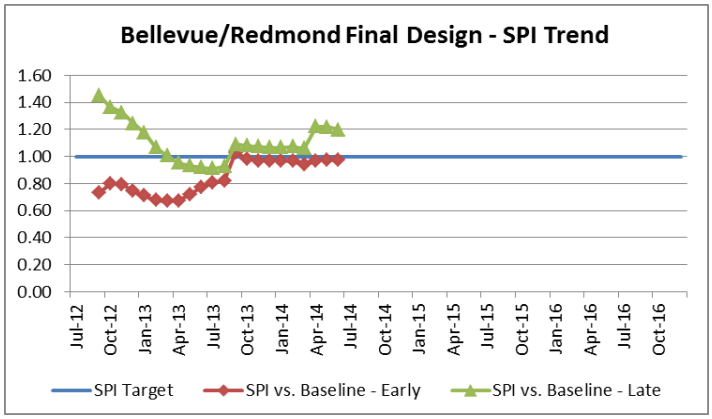
Contract Packages	60% Submittal		90% Submittal		100% Submittal		IFB Submittal	
	Baseline*	Forecast/ Actual	Baseline*	Forecast/ Actual	Baseline*	Forecast/ Actual	Baseline*	Forecast/ Actual
E320 So. Bellevue	12/06/2013	12/06/2013	6/27/2014	9/10/2014	11/26/2014	2/06/2015	3/06/2015	5/18/2015
E330 Downtown Bellevue Tunnel	11/18/2013	11/18/2013	6/02/2014	6/02/2014	10/20/2014	10/20/2014	1/26/2015	1/28/2015
E335 Downtown Bellevue to Spring District	12/20/2013	12/20/2013	9/19/2014	4/20/2015	2/06/2015	9/08/2015	5/15/2015	12/14/2015
E340 Bel-Red	7/15/2013	7/15/2013	4/04/2014	7/21/2014	8/22/2014	12/08/2014	11/26/2014	3/13/2015

	Draft RFP Submittal		Final RFP Submittal	
	Baseline*	Forecast/ Actual	Baseline*	Forecast/ Actual
E360 SR-520 to OTC	2/18/2014	2/18/2014	7/07/2014	7/17/2014

**Baseline schedule dates revised to reflect final contract packaging and construction delivery methods.*

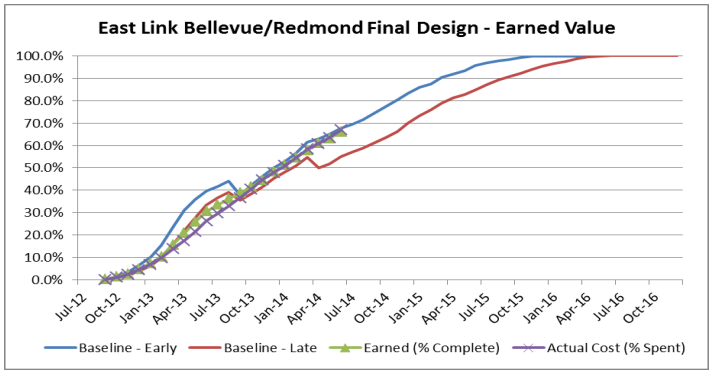
Final Design Schedule Performance

Excluding Other Direct Expenses (ODC's), Profits and DSDC, the Schedule Performance Index (SPI) reported this period is at 0.98 when measuring against the Early Schedule Baseline, and 1.20 when measuring against the Late Schedule Baseline. E335 design progress is on-hold until the GC/CM contractor is onboard. Forecast submittals for all packages remained the same as the previous period, except for E360 Final RFP, which is moved to 7/17/2014.

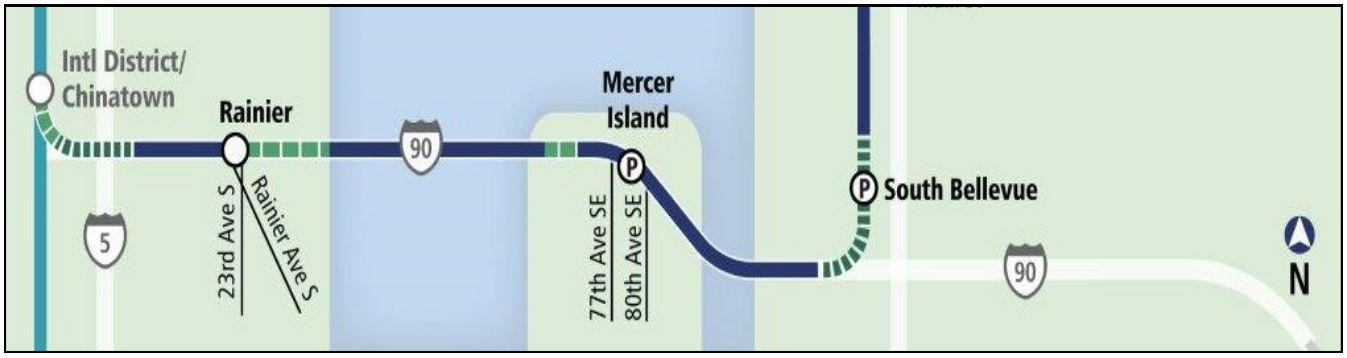


Final Design Cost Performance

Labor cost (for Phase 2 Final Design) to-date is $50.3 million, or 66.5% of the budget. Progress earned through the same period is approximately 65.7% or $49.7 million of earned value. This yields a cumulative Cost Performance Index (CPI) of approximately 1.0, which indicates on-budget cost efficiency of the current contract budget, including executed change orders. However, there are upward cost pressure in several areas due to refinements to the design and potentially extension of the contract time. Estimate At Completion (EAC) based on EV data, which does not account for potential change orders, is approximately equal to current budget.



Performance	Previous Period	Current Period	Cumulative To Date
Labor Amt. Invoiced	$47,771,636	$2,482,689	$50,254,325
% Spent	63.5%	3.0%	66.5%
Earned Value	$47,563,504	$2,090,208	$49,653,712
% Complete	63.3%	2.4%	65.7%
CPI	1.0	0.8	1.0



Map of International District Station to South Bellevue.

Final Design Scope

Final Design for the East Link Extension is delivered by three major design contracts: two for civil improvements and one for systems improvements. This Contract is for the civil and architectural design services from International District Station (IDS) to South Bellevue. The contract was awarded to Parsons Brinkerhoff, Inc. (PB).

The scope of the services includes detailed design of the corridor, preparation of comprehensive construction contract documents, permitting support, surveying, geotechnical investigation, right-of-way planning, third party coordination, systems coordination, cost estimating, scheduling, sustainability report, bid support and community outreach support.

The project in this segment has been grouped into three Contract Packages: (1) E110 Rail Connection and Upgrades at IDS, (2) E120 Seismic Retrofits of WSDOT Structures, (3) E130 I-90 Civil/Architectural, which also includes the two at-grade stations, and Electrical/Mechanical Upgrades to existing Tunnels.

Final Design Key Activities

- *Trackwork*: The alignment and profile have been finalized. The special track work includes a turn-back track at IDS, a pocket track near Rainier Ave, two double cross-overs on the approaches to the floating bridge, and a single cross-over at Mercer Island. The rail structure-interaction analysis has been finalized.
- *Mercer Island Station:* Design progresses to 60%; Open House set for July 10.
- *Rainier Avenue Station:* Design progresses to 60% and anticipated for submittal in July. SIP will be submitted to the City of Seattle in August. At the west entrance, the crossing will be at the existing traffic signals. An Open House will be held on July 31. A meeting with LRRP has been set for August 7.
- *Tunnels*: A study to route TPSS power supply through the WSDOT facility and tunnel is being reviewed.

Track Bridge

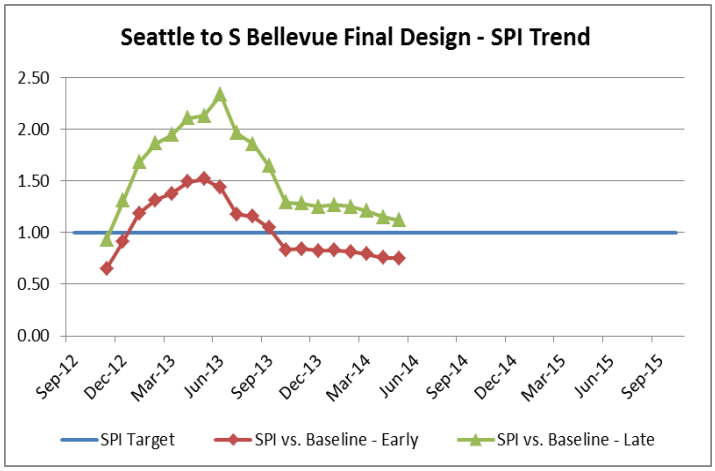
- The track profile on the floating bridge has been finalized, and based on this information, the track attachment design for the plinths is continuing. A weight and balance analysis has been prepared based on the design.
- Phase 1 of the Track Attachment testing program has been substantially completed. This included base slab construction and Light Weight Concrete Material testing. Phase 2/Stage 1, the electrical testing will commence in July.
- Final report of Phase 2 of the Track Bridge is expected late Summer 2014.

Final Design Schedule

Contract Packages	60% Submittal		90% Submittal		100% Submittal		IFB Submittal	
	Baseline	Forecast/ Actual	Baseline	Forecast/ Actual	Baseline	Forecast/ Actual	Baseline	Forecast/ Actual
E110 - Rail connection & IDS upgrades	12/6/2013	7/3/2014	10/9/2014	2/3/2015	2/13/2015	5/26/2015	4/28/2015	8/20/2015
E120 - Seismic Retrofits	11/1/2013	8/12/2014	1/15/2015	2/13/2015	3/20/2015	6/8/2015	4/28/2015	11/9/2015
E130 – I-90 Civil/Arch./ Elect. & Mech. Upgrades	4/4/2014	7/11/2014	12/17/2014	5/15/2015	3/25/2015	12/4/2015	4/29/2015	3/17/2016

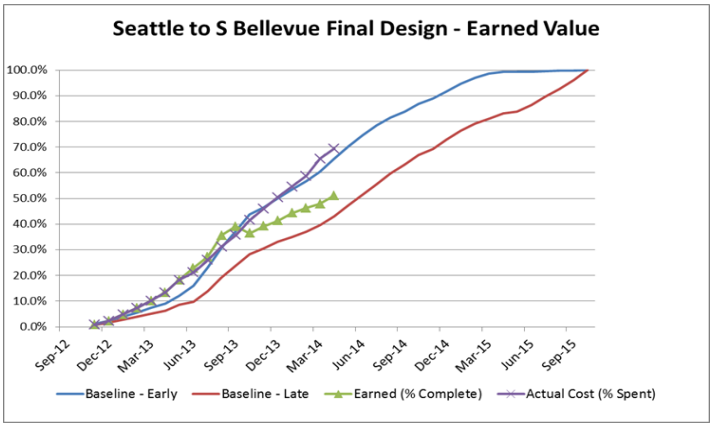
Final Design Schedule Performance

Schedule Performance as reported for the June 2014 continues to indicate the project schedule is slipping at 0.75 based on Early Start. The E120 60% Design continues to slip, based upon additional work required to achieve design concurrences. Without mitigation strategies put into place, impact to the overall schedule is anticipated. Issues are being elevated to senior management to help mitigate schedule loss.



Final Design Cost Performance

Excluding professional fee, labor cost and ODCs for Final Design through June 2014 is $19.5 million, or 66.9% of the budget. The current budget includes executed change orders; however, additional upward cost pressure continues in several areas due in part to the addition of a pocket track on the D2 roadway, direction of track attachment, additional work required to achieve design concurrences and design changes to Rainier Station. The Estimate at Completion (EAC) continues to trend above the current budget. The consultant has engaged Sound Transit in discussions on scope/budget realignment that include these items. Ongoing review continues to ensure project completion in a cost-effective and successful manner.



Performance	Previous Period	Current Period	Cumulative To Date
Amount Invoiced (not include Prof.	$18,002,338	$1,509,597	$19,511,935
% Spent	69.4%	5.8%	75.2%
Earned Value	$12,847,565	$838,760	$13,686,324
% Complete	49.5%	3.2%	52.7%
CPI	**0.71**	**0.56**	**0.70**

Final Design Scope

Final Design for the East Link Extension is delivered by three major design contracts: two for civil improvements and one for systems improvements. This contract is for the systems design services for the entire alignment. The contract was awarded to LTK Engineering Services, Inc. The scope of the services include detailed design of the corridor, preparations of comprehensive construction contract documents, 3rd party coordination, cost estimating, scheduling, and bid support.

Final Design Key Activities

- Developed GC/CM contractor procurement schedule.
- Participated in preliminary hazard analysis for the Bellevue to Redmond project.
- Facilitated working group seminar to review progress of floating bridge corrosion control design with WSDOT bridge engineering and corrosion control consultant.
- Completed QC of drawings for the E110 60% submittal.
- Finalized the E360 project requirements in preparation for the 90% submittal.
- Prepared a draft radio traffic survey report and design concept recommendation report.

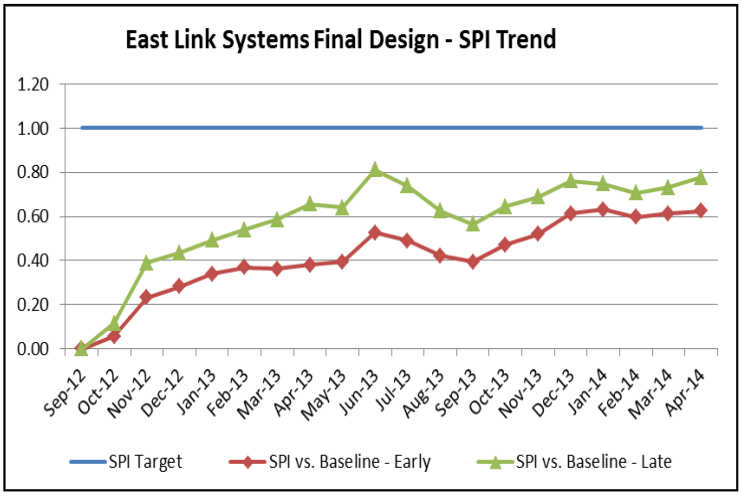
Final Design Schedule

Though IFB submittal is showing six months behind schedule, there is no impact to the overall schedule.

	60% Submittal		90% Submittal		100% Submittal		IFB Submittal	
	Baseline	Forecast/ Actual	Baseline	Forecast/ Actual	Baseline	Forecast/ Actual	Baseline	Forecast/ Actual
E750– LRT Systems	5/16/2014	9/25/2014	2/2/2015	7/8/2015	8/20/2015	1/28/16	10/21/2015	4/22/2016

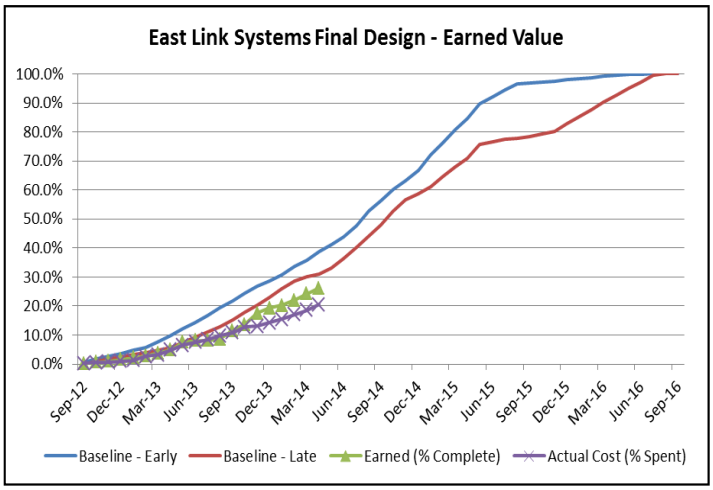
Final Design Schedule Performance

In May 2014, the Early SPI was 0.64 and Late SPI was 0.79 which indicated that the contract was behind schedule. Revisions to the civil design schedules resulted in a delay to the systems deliverables.



Final Design Cost Performance

Through the end of May 2014, approximately 25.8% complete resulting in an Earned Value of $4.5M and a CPI of 1.20. If the CPI remains high for the remaining of contract, current Estimate at Completion (EAC) would be below the current contract budget. However, due to fluctuation in the CPI as illustrated in the trend chart below, EAC is approximately $19M, which is approximately equal to the current budget.



Performance	Previous Period	Current Period	Cumulative To Date
Labor Amt. Invoiced	$3,235,185	$326,061	$3,561,246
% Spent	20.0%	2.0%	22.0%
Earned Value	$4,215,676	$348,129	$4,563,805
% Complete	23.9%	1.9%	25.8%
CPI	**1.2**	**1.1**	**1.2**

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Link Light Rail
S. 200th Link Extension

Scope

Limits: South 200th Link Extension consists of 1.6-mile extension of light rail from the SeaTac/Airport Station to South 200th Street.

Alignment: The extension continues in an aerial configuration heading south of the existing SeaTac/Airport Station, east of Air Cargo Road across South 188th Street, and continuing south along the east side of 28th Avenue South to the elevated Angle Lake Station located at South 200th Street. A passenger pickup/drop-off area, bus transfer, plaza, and a minimum 700-space structured park and ride facility will be located at Angle Lake Station. Up to 400 additional spaces may be developed for interim parking while Angle Lake Station is the interim southern terminus of the Link system. Guideway/Station and Parking Garage/Plaza are being delivered under a Design Build contract.

Station: Angle Lake Station is located at South 200th Street.

Systems: Signals, track electrification, and SCADA communications

Budget: $383.2 Million

Service: September 2016

Phase: Final Design and Construction

Map of S. 200th Link Extension.

Key Project Activities

- *Design Build Guideway and Station (S440):* IFC Station design submitted to City for permit; construction activities continue: erecting segmental spans, rebar assemblies for columns and hammerheads and pier tables; precast segment production at casting yard. Attempting to obtain a Noise Variance with Coast Hotel for night-time work at A19 segment erection.
- *Design Build Parking Garage (S445):* DB Contractor continue with design development and coordination meetings with ST and RE team. Discussed with PSE to finalize design location for two ductbanks. Following discussions with City of SeaTac regarding use of Regional Detention Facility for storm water flows from garage site, this option is not in ST's best interest.
- *Military Road/South 200th Intersection (S446):* Final environmental documentation (ECS) was approved by WSDOT. Preparing for Final Design kickoff meeting to discuss design details and timeline.
- *Roadway Improvements (S447):* Final design consultant continues to progress with roadwork design; PSE completed undergrounding design of distribution power lines on little 28th and utility relocation work (CCB action required) expected in August; interface milestone dates with S440 and S445 have been identified for incorporation into S447 contract.

Closely Monitored Issues

- Rebar shortages in the region are impacting segment production in Casting Yard.
- Continue investigation of B09 concrete placement, including ultrasonic testing and coring.
- PSE property issues and obtaining P&U acquisitions are substantially complete. Finalizing agreement documents and closure should be resolved in July.
- The S440 Milestone 3 to allow S445 Contractor access to full site on October 9, 2014 is being actively managed. Partial early access for S445 Contractor will be granted in August.

Project Cost Summary

The S. 200th Link Extension project cost is summarized in two cost tables. The first table in in accordance with Sound Transit's Work Breakdown Structure (WBS), and in the second table, cost is summarize in accordance to the FTA's Standard Cost Categories (SCC) format. (Both tables' figures in millions).

WBS Phase Elements	Baseline Budget	Current Adopted Budget	Commitment to Date*	Incurred to Date	Est. Final Cost (EFC)	Adopted Budget vs. EFC
ADMINISTRATION	$16.1	$15.9	$7.7	$8.1	$15.8	$0.0
PRELIMINARY ENGINEERING	$5.9	$5.7	$5.7	$5.7	$5.7	$0.0
FINAL DESIGN	$20.0	$9.9	$8.4	$6.8	$9.7	$0.2
CONSTRUCTION SERVICES	$15.1	$17.3	$15.0	$4.5	$17.1	$0.2
3rd PARTY AGREEMENTS	$6.9	$7.1	$5.6	$2.2	$7.1	$0.0
CONSTRUCTION	$275.7	$283.8	$211.6	$88.0	$263.5	$20.3
VEHICLES	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$43.5	$43.5	$40.8	$35.4	$43.5	$0.0
Capital Total	**$383.2**	**$383.2**	**$294.8**	**$150.7**	**$362.5**	**$20.7**
FINANCE COST	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Project Total	**$383.2**	**$383.2**	**$294.8**	**$150.7**	**$362.5**	**$20.7**

The overall project Estimated Final Cost (EFC) for this period continues to reflect $362.5M. This period incurred cost increased approximately $4.8M, of this $3.9M was for construction activities for the design build guideway & station contract (S440) and $0.3M was for design build parking garage mobilization & design activity, and $0.3M for construction services. The remaining expenditures were for civil final design and administrative charges.

Project Elements by SCC	Baseline Budget	Current Adopted Budget	Commitment to Date*	Incurred to Date	Estimated Final Cost (EFC)	Adopted Budget vs. EFC
10 Guideway & Track Elements	$144.8	$134.0	$98.4	$40.0	$118.1	$15.8
20 Stations	$46.4	$48.9	$37.8	$6.1	$40.2	$8.7
30 Support Facilities: Yards, Shops	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
40 Sitework & Special Conditions	$34.6	$49.6	$37.8	$15.3	$52.9	-$3.3
50 Systems	$30.8	$20.1	$18.6	$7.5	$20.1	$0.0
Construction Subtotal (SCC 10-50)	**$256.6**	**$252.6**	**$192.6**	**$68.9**	**$231.4**	**$21.2**
60 Row, Land, Existing Improvements	$43.5	$43.5	$40.8	$35.3	$43.5	$0.0
70 Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
80 Professional Services	$64.1	$70.9	$61.3	$41.6	$73.9	-$3.0
90 Unallocated Contingency	$19.0	$16.2	$0.0	$0.0	$13.6	$2.6
Project Total (SCC 10-90)	**$383.2**	**$383.2**	**$294.7**	**$145.9**	**$362.5**	**$20.7**
100 Finance Cost	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Project Total (SCC 10-90)	**$383.2**	**$383.2**	**$294.7**	**$145.9**	**$362.5**	**$0.0**

The EFC grouped by SCC is consistent at $362.5M and remains unchanged from last month, indicating remaining work can be achieved under the adopted budget.

Cost Contingency Management

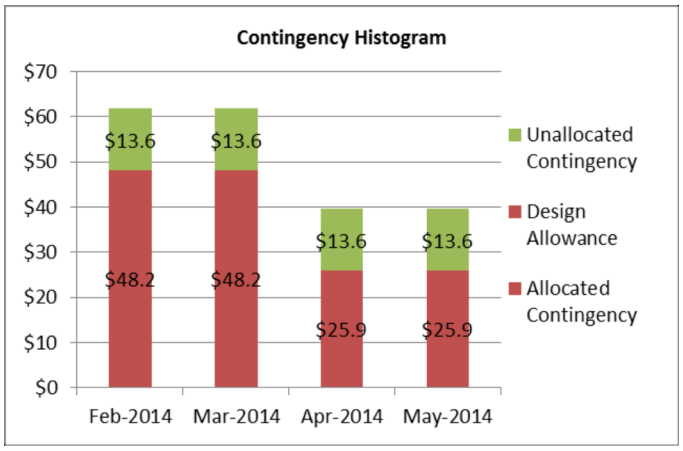
The overall project contingency balance as of June is $39.6M, which remains unchanged from the previous period.

Design Allowance (DA): After baselining the project the design allowance of $26.7M was added to the base estimate for the design build work package. There will be no future reporting of DA.

Allocated Contingency (AC): This period the AC shows a current balance of $25.9M, which remains unchanged from previous period.

Unallocated Contingency (UAC): This period the UAC continues to show a current balance of approximately $13.6M.

Contingency Status	BCE		Current Status	
	Amount	% of Total	Remaining Amount	% Remaining Work
Design Allowance	$ 26.7	7%	---	---
Allocated Contingency	$ 29.8	8%	$25.9	12%
Unallocated Contingency	$ 19.0	5%	$13.6	6%
Total	$ 75.6	20%	$ 39.6	19%



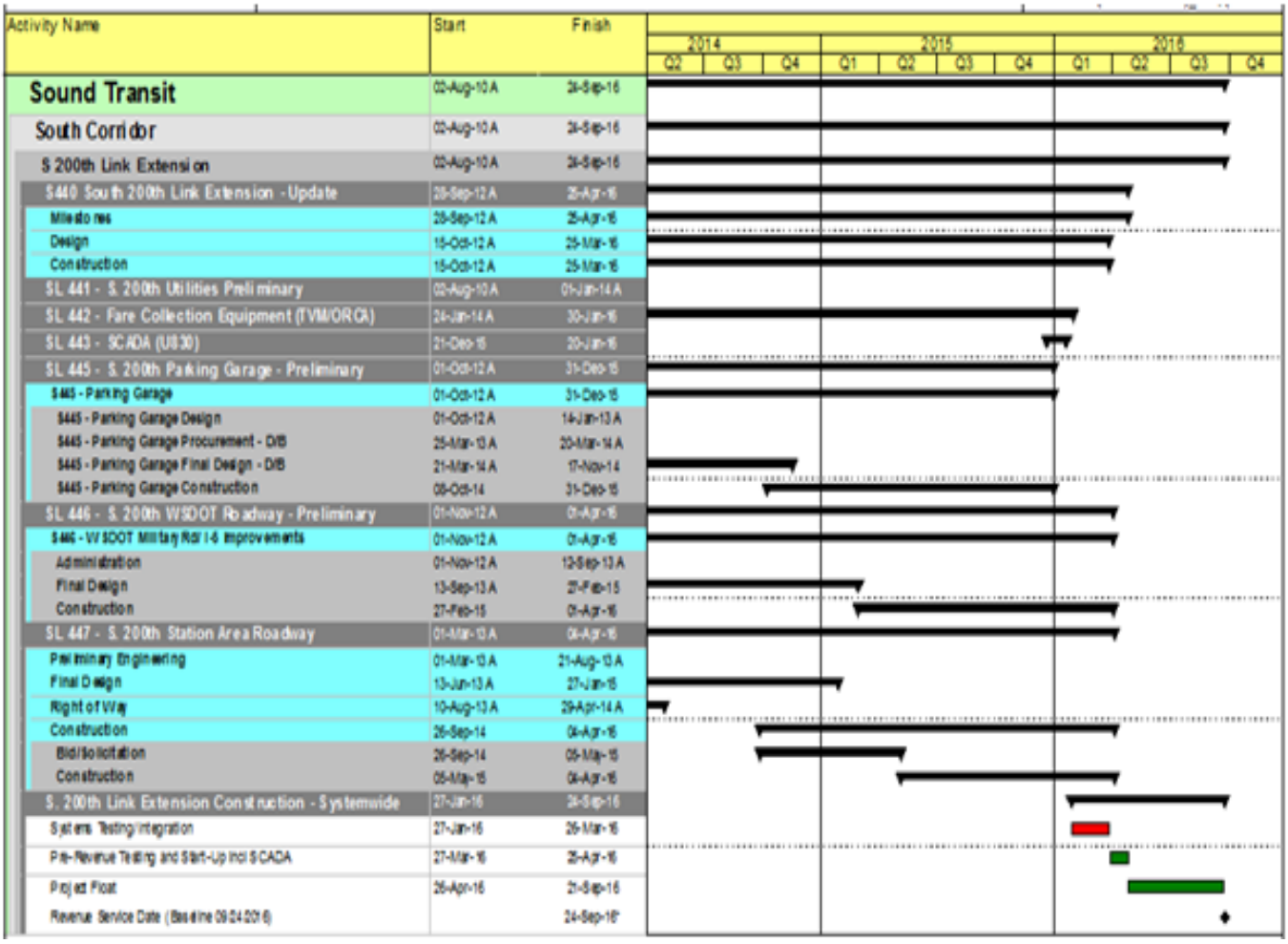
Risk Management

The South 200th Link Extension Risk Management Plan (RMP) established a risk management and oversight process for assessing and monitoring risks to determine how risks have been reduced or mitigated. RMP captures scope growth, schedule delay, and cost growth risks that could arise during any phase of the project and potentially affect parts of the project scope. On a quarterly basis, the South 200th Link Extension team reviews and updates risk to reflect conditions. Below is a list of the top five major risk review items identified through 2nd QTR 2014:

- *Construction*: Rebar shortage at Casting Yard (S440).
- *Third Party:* Port of Seattle changing rules of engagement on their property after DB contract awarded (S440).
- *Construction:* Delays due to L&I inspections and Certificate of Occupancy for elevators (S440 and S445).
- *Construction*: Delays due to City of SeaTac electrical inspections (S440).
- *Construction*: Inconsistent application of quality management process (S440).

Project Schedule

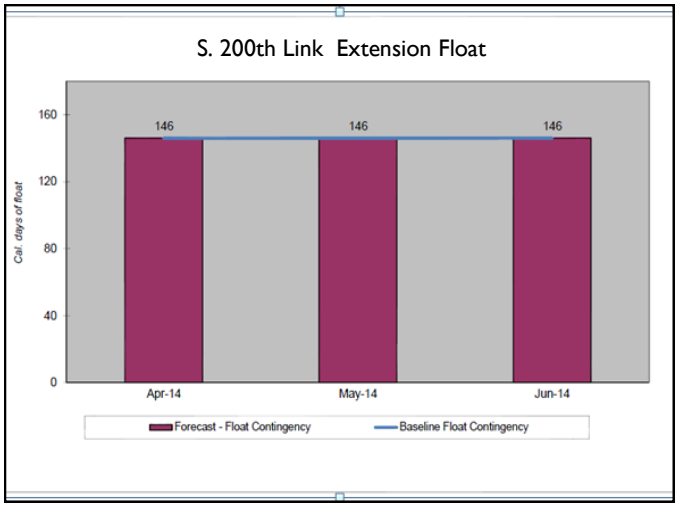
Drilled shaft operation is complete and column erection is well underway. Typical span erection by the overhead truss is underway but full production has not been achieved but is expected once they pass the station area due to the complexity and span misalignment. The casting yard has been delayed this period due to rebar supply issues but is expected to be back to full production next period. S445 DB Parking Garage Design/Builder was issued NTP in April and a baseline schedule submittal is expected at the end of July. S. 200th Link Extension anticipated service launch is September 2016. (See Project Schedule Summary below).


Activity Name
Start
Finish
2014
2015
2016
Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4
Sound Transit 02-Aug-10 A 24-Sep-16
South Corridor 02-Aug-10 A 24-Sep-16
S 200th Link Extension 02-Aug-10 A 24-Sep-16
S440 South 200th Link Extension - Update 28-Sep-12 A 25-Apr-16
Milestones 28-Sep-12 A 25-Apr-16
Design 15-Oct-12 A 25-Mar-16
Construction 15-Oct-12 A 25-Mar-16
SL 441 - S. 200th Utilities Preliminary 02-Aug-10 A 01-Jun-14 A
SL 442 - Fare Collection Equipment (TVM/ORCA) 24-Jun-14 A 30-Jun-16
SL 443 - SCADA (UI30) 21-Dec-15 20-Jun-16
SL 445 - S. 200th Parking Garage - Preliminary 01-Oct-12 A 31-Dec-15
S445 - Parking Garage 01-Oct-12 A 31-Dec-15
S445 - Parking Garage Design 01-Oct-12 A 14-Jun-13 A
S445 - Parking Garage Procurement - DB 25-Mar-13 A 20-Mar-14 A
S445 - Parking Garage Final Design - DB 21-Mar-14 A 17-Nov-14
S445 - Parking Garage Construction 08-Oct-14 31-Dec-15
SL 446 - S. 200th WSDOT Roadway - Preliminary 01-Nov-12 A 01-Apr-16
S446 - WSDOT Military Rd / I-5 Improvements 01-Nov-12 A 01-Apr-16
Administration 01-Nov-12 A 13-Sep-13 A
Final Design 13-Sep-13 A 27-Feb-15
Construction 27-Feb-15 01-Apr-16
SL 447 - S. 200th Station Area Roadway 01-Mar-13 A 04-Apr-16
Preliminary Engineering 01-Mar-13 A 21-Aug-13 A
Final Design 13-Jun-13 A 27-Jan-16
Right of Way 10-Aug-13 A 29-Apr-14 A
Construction 26-Sep-14 04-Apr-16
Bid/Solicitation 26-Sep-14 05-May-15
Construction 05-May-15 04-Apr-16
S. 200th Link Extension Construction - Systemwide 27-Jan-16 24-Sep-16
System Testing/Integration 27-Jan-16 25-Mar-16
Pre-Revenue Testing and Start-Up Incl SCADA 27-Mar-16 25-Apr-16
Project Float 26-Apr-16 21-Sep-16
Revenue Service Date (Baseline 09 24 2016) 24-Sep-16*

Critical Path Analysis

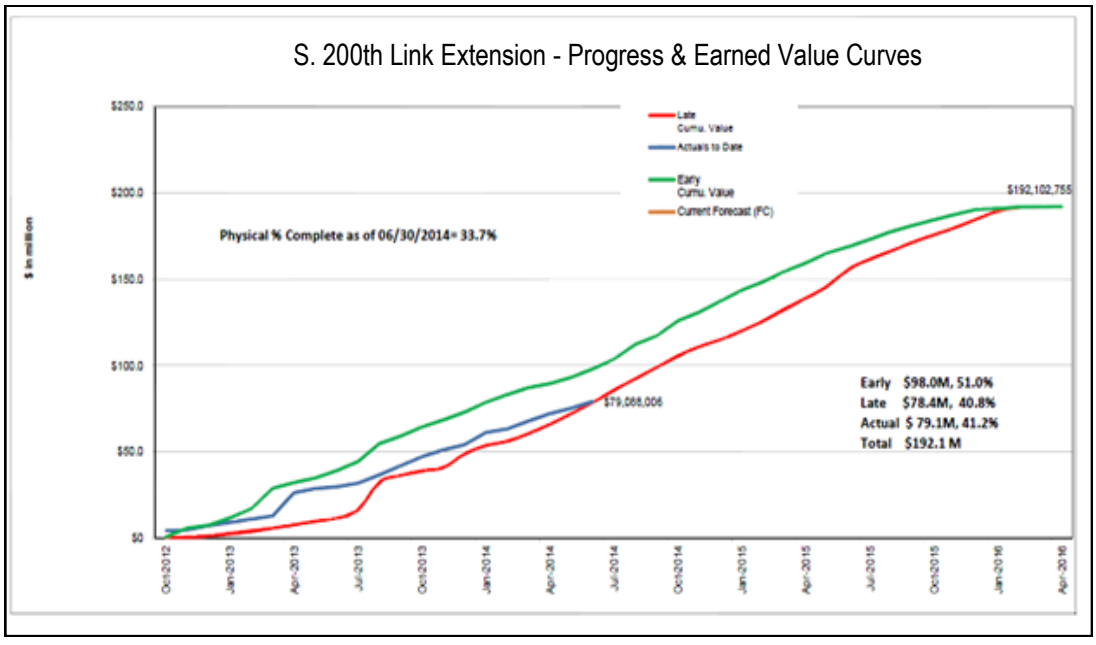
The critical path of S. 200th Link Extension runs through S440 which commences with the procurement of the guideway erection truss, guideway erection The critical path this period runs through the casting yard and long span erection through the track installation, OCS, Signal testing and concludes with system wide testing and integration.

Float contingency is at 146 days.



Cost Progress Analysis

Overall S. 200th physical % complete is at 33.7%. Graphic below is a representation of the progress of major construction contracts cost compared to the early/late projections. S440 will be the main driver for performance levels for S. 200th.



Construction Safety

Safety Statistics for the reporting period and year-to-date are summarized in the table below.

Data/Measure	June 2014	Year to Date	Project to Date
Recordable Injury/Illness Cases	1	4	4
Days Away From Work Cases	0	0	0
Total Days Away From Work	0	0	0
Restricted or Modified Work Cases	1	3	3
Total Days Restricted or Modified Work	1	29	29
First Aid Cases	1	3	4
Reported Near Mishaps	1	7	9
Average Number of Employees on Worksite	346	-	-
Total # of Hours (GC & Subs)	**49,753**	**252,002**	**297,086**
OSHA Incident Rates	**Monthly Average**	**Year to Date**	**Project to Date**
Recordable Injury Rate	4.02	3.17	2.69
DART Rate	4.02	2.38	2.02
Recordable National Average	3.70	3.70	3.70
DART National Average	2.00	2.00	2.00
Recordable WA State Average	6.50	6.50	6.50
DART WA State Average	3.40	3.40	3.40

Right-of-Way

The S. 200th Link Extension involves the acquisition of a range of property interests, including owner and tenant residential and commercial relocations. Property interests include compensable (e.g., easements, fee acquisitions) and non-compensable rights (e.g., rights of entry). The S. 200th Link Extension project involved the advance acquisition of three parcels that the Board approved in 2006 and 2007; the final decree was entered in 2009. These parcels were acquired through the Regional Fund Contingency. Sound Transit's protective acquisition of these properties prevented development of parcels needed for the project. The acquisition of property rights from additional parcels along the route was authorized by the Board in July 2011 and February 2012. The right-of-way program is summarized below.

Line Section	Total Parcels Certified	Offers Made	Signed Agreements	Admin. Settlements	Possession and Use	Closings to date	Baseline Relocations Required	Relocations Completed
S440	61	57	0	0	0	55	8	8
S445	1	1	0	0	0	0	0	0
S447	28	12	3	0	0	1	0	0
Total	90	70	3	0	0	56	8	8

Note: Seven of these parcels are in two difference contracts. They are counted twice as they may have 2 different milestones.

On November 21, 2013 the Sound Transit Board authorized the acquisition of 21 parcels for S447 that also includes 7 parcels previously certified for S440. Sound Transit has reduced the number of acquisitions for S447 from 28 parcels to 18.

S440 DB Guideway and Station - Offers have been made on 56 parcels. A total of 33 parcels were submitted for condemnation and 32 parcels have been filed in court. All owners have settled and no parcels remain in condemnation.

S447 Station Area Roadways - Two parcels are signed and nine offers were made.

Quality Assurance Activities

Activities

- *S440*: MRB Dispositioned:1 Repair NCR for concrete scaling and cracking -multiple Variable Depth Segments; 3 Use-As-Is NCRs for Precast Segments missing alignment keys, and 1 Use-As-Is NCR for bent cast.
- *S440*: Issued Corrective Action Request (CAR) for RE has failed to enforce the contract QA/QC specifications regarding not initiating NCRs appropriately.
- *S440*: Closed Corrective Action Request (CAR) for recurring Quality issues related to concrete placement.

Issues

- S440: Various issues which included: Variable Depth Segments shut down due to continuous casting of defective segments at bottom slab of segment; rebar supplier unable to supply adequate quantities of rebar which might impact critical path on fabrication and erection of segments; re-alignment of tendons at span not 100% successful; A span had to be adjusted to accommodate misalignment .

Summary

Description	June 2014	Notes
No. of Audits Planned	0	None
No. of Audits Completed	0	None
Reports in Progress	0	None
No. of Audits Postponed	0	None

Community Outreach

- Met with property owners in the vicinity of the S.200th Street and International Blvd. in SeaTac to inform them of the nighttime construction activity.
- Delivered door to door notices and electronic notifications for the nighttime activity.

Sound Transit Board Actions

Board Actions	Description	Date
	None to report this period.	

Contract Packages

The South 200th Link Extension consists of two major contract packages, both by Design Build methods, and two minor contracts. Below is a brief scope description of each package.

- **S440 Design Build Guideway and Station** - This contract involves the design and construction of an elevated guideway (1.6 miles) and station, site work, civil /roadwork, and systems. See S440 contract page for detailed information on the following page.
- **S445 Design Build – Parking Garage and Plaza** – This contract involves the design and construction of a parking garage (700 space structure), passenger pick-up and drop-off lot, plaza area, retail space and surface parking. See S445 contract page for details.
- **S446 Military Road & South 200th Street Improvements** – This contract package consists of construction of roadway and traffic signals work.
- **S447 Station Area Roadways & Surface Parking**- This contract package consists of station area roadway, surface parking, and non-motorized Improvements (sidewalks, traffic signals, pedestrian/bicycle connection, roadwork).

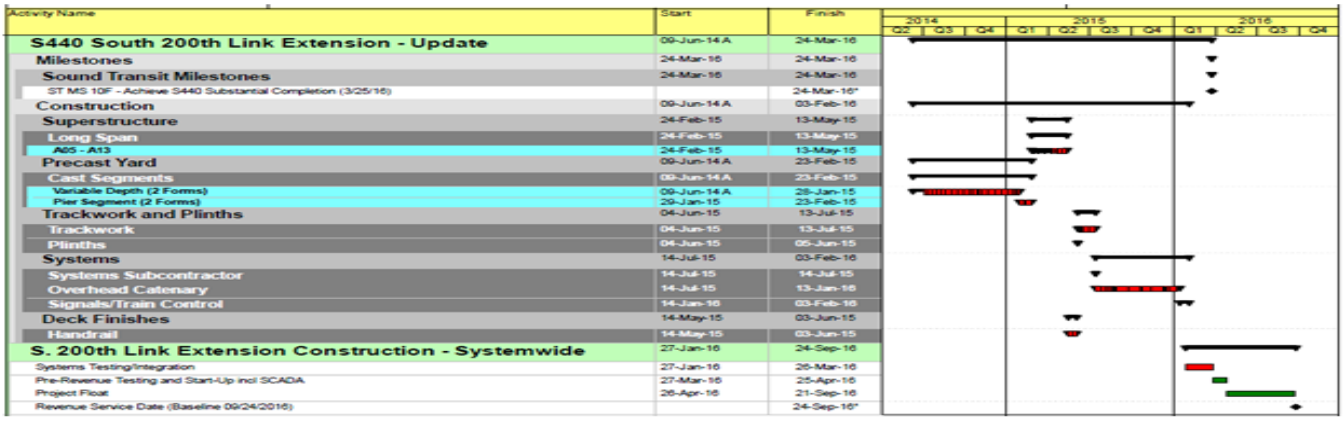
S440 Contract—Design -Build (Guideway and Station)

Current Progress

The DB Contractor is nearing completion of design and is expected early 2014. IFC Station Design Package was submitted by PCL this period. Systems Design is currently under review. Design work, coordination meetings and submittal reviews are ongoing. Drilled shaft construction is well under way with approx. 100% of the shafts and 79% of columns were completed. Pier Segment casting production has slowed due rebar supply. Typical Span Erection is underway but is progressing slower than expected due to the complexity through the station and span misalignment at C04 and C03. Overall the progress of this contract represents 46.0% physical completion; the Design element is 96% complete and Construction is 42%.

Critical Path

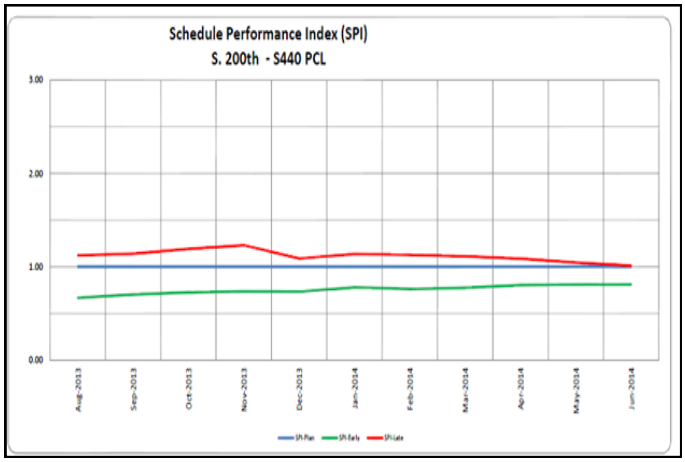
The schedule update has not been received so this update is based on the June 204 schedule Status submittal. . Milestone #5 is reporting 9 days of negative float due to casting yard delays(30 days of owner controlled and 86 days of contractor float have not been utilized at this time). Milestone #10 (Substantial Completion) is reporting 1 day of positive float. The critical path this period runs through the casting yard due to rebar supply issues and long span erection through track and systems and concludes with system wide testing and integration. Production rates will be monitored closely.


Activity Name
Start
Finish
2014
2015
2016
S440 South 200th Link Extension - Update 09-Jun-14 A 24-Mar-16
Milestones 24-Mar-16 24-Mar-16
Sound Transit Milestones 24-Mar-16 24-Mar-16
ST MS 10F - Achieve S440 Substantial Completion (3/25/16) 24-Mar-16*
Construction 09-Jun-14 A 03-Feb-16
Superstructure 24-Feb-15 13-May-15
Long Span 24-Feb-15 13-May-15
A65 - A13 24-Feb-15 13-May-15
Precast Yard 09-Jun-14 A 23-Feb-15
Cast Segments 09-Jun-14 A 23-Feb-15
Variable Depth (2 Forms) 09-Jun-14 A 28-Jan-15
Pier Segment (2 Forms) 29-Jan-15 23-Feb-15
Trackwork and Plinths 04-Jun-15 13-Jul-15
Trackwork 04-Jun-15 13-Jul-15
Plinths 04-Jun-15 05-Jun-15
Systems 14-Jul-15 03-Feb-16
Systems Subcontractor 14-Jul-15 14-Jul-15
Overhead Catenary 14-Jul-15 13-Jan-16
Signals/Train Control 14-Jan-16 03-Feb-16
Deck Finishes 14-May-15 03-Jun-15
Handrail 14-May-15 03-Jun-15
S. 200th Link Extension Construction - Systemwide 27-Jan-16 24-Sep-16
Systems Testing/Integration 27-Jan-16 26-Mar-16
Pre-Revenue Testing and Start-Up incl SCADA 27-Mar-16 25-Apr-16
Project Float 26-Apr-16 21-Sep-16
Revenue Service Date (Baseline 09/24/2016) 24-Sep-16*

Schedule Performance Index

The cumulative SPI is currently reporting below 1.00 at 0.81 same as last period. Delays associated with the casting yard, column erection, and misalignment of tendons at pier segments have been the main cause for the Contractor's inability to reach early forecast expectations. Contractor has been able to absorb these delays by shifting the work sequence based on production in the casting yard.

Full production of the typical span erection with the overhead truss is expected once PCL passed the station.



Key Activities

Current Period

- Submitted the last design package, IFC Station, to the City of SeaTac for station permit.
- Continued rebar assemblies for columns, pier table, and hammerheads.
- Continued coordination meetings.
- Continued column activities: concrete pours, prep formwork adjustment/installation, and rebar.
- Continued long span activities i.e. completed erecting pier table formwork, concrete repairs, installed formwork.
- Segment production this month at casting yard is 64 and total produced to date. - 603 of 1,166 (or 52%).
- Began repair work of concrete chipping at column B09.
- Completed misalignment in ducts of hammerhead C03 & C04.
- Continue truck delivery of segments from Casting Yard.
- Continue utility work for relocating drainage.

Next Period

- Continue casting precast segments at Casting Yard.
- Continue rebar cage assembly for columns, straddle bents, pier table, and hammerheads.
- Continue column placements and hammerheads operations.
- Continue long span work.
- Continue erecting spans.

Closely Monitored Issues

- Rebar shortages in the region impacting Casting Yard segment production.
- Repair of City of SeaTac's 54" storm drain pipe is a potential major betterment issue. ST and City of SeaTac management are working to resolve the issue. The S440 DB Contractor will avoid loading near the area. An alternative route for runoff from Guideway instead of into 54" storm drain is being investigated.
- Discussions continue between S440 DB Contractor and S445 DB Contractor regarding site turnover of the Parking Garage Site (Milestone #3) earlier than the milestone date of October 8, 2014. Partial early access for S445 DB Contractor will be granted for August.

Cost Summary

Present Financial Status	Amount
S440 Contractor—PCL Civil Contractors, Inc.	
Original Contract Value	$169,000,000
Change Order Value	$1,923,902
Current Contract Value	$170,923,902
Total Actual Cost (Amount Billed)	$79,509,017
Financial Percent Complete:	47%
Physical Percent Complete:	48%
Authorized Contingency	$13,520,000
Contingency Drawdown	$1,888,824
Contingency Index*	3.0

Preparing to remove pier table falsework.

S445 Contract—Design -Build (Parking Garage)

Current Progress

S445 DB Parking Garage Design/Builder was issued the Notice to Proceed and a baseline schedule submittal is expected soon.

Key Activities

Current Period

- Continue design development and coordination meetings with ST, RE team and other third party agencies.
- Continue baseline schedule development.
- Design Quality Management Plan approved.
- Held interface coordination meeting with S440 DB Contractor.

Next Period

- Approve baseline schedule.
- Submit 75% Foundation & Utility design package.
- Submit geotechnical data and design report.

Closely Monitored Issues

- Discussions continue between S440 DB Contractor and S445 DB Contractor regarding site turnover of the Parking Garage Site (Milestone #3) earlier than the milestone date of 10/8/14. Partial early access for S445 D/B Contractor will be granted for August. However, the eastern front side of lot will likely require access and control by S440 DB Contractor beyond 10/8/14 for guideway and station (north) construction activities.
- DB Contractor submitted a request to deviate from Schedule 40 to Schedule 10 pipe for the fire suppression sprinkler system in the parking garage. ST Mechanical Engineers to discuss their request for pipe alternative to the DCM requirement for Schedule 40.

Cost Summary

Present Financial Status	Amount
S440 Contractor—PCL Civil Contractors, Inc.	
Original Contract Value	$29,978,000
Change Order Value	$0
Current Contract Value	$29,978,000
Total Actual Cost (Amount Billed)	$2,297,500
Financial Percent Complete:	7.7%
Physical Percent Complete:	0%
Authorized Contingency	$2,398,240
Contingency Drawdown	$0
Contingency Index*	N/A

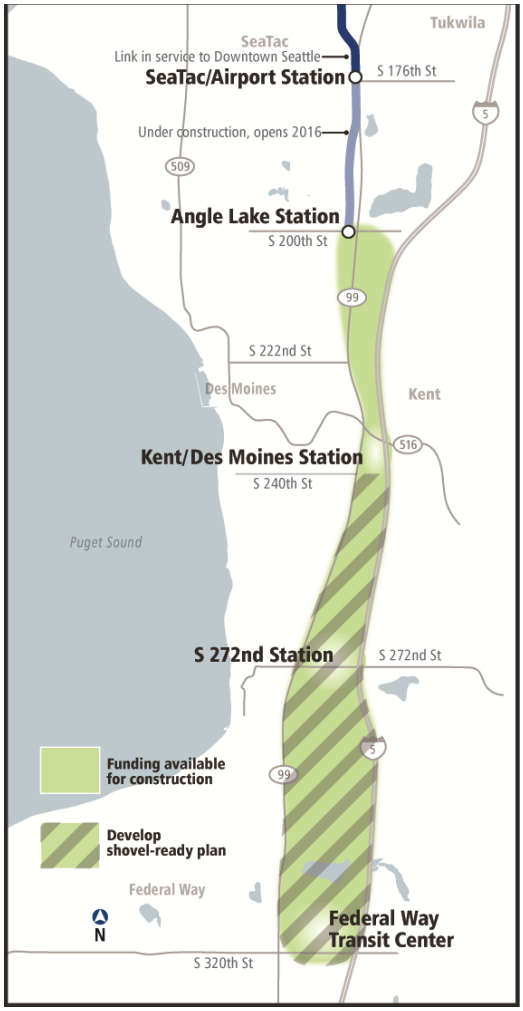
Scope

The Federal Way Link Extension includes Alternatives Analysis (Phase 1), Environmental and Conceptual Engineering (Phase 2) for an extension of Link Light Rail from S. 200th St. to the Federal Way Transit Center. Phase 1 was completed in September 2013.

Preliminary Engineering will be performed only for the segment from S. 200th St. to Kent/Des Moines (in the vicinity of Highline Community College).

Key Project Activities/Issues

- DEIS alternatives selected by the Board in September 2013.
- Executed Phase 2 contract amendment with HDR for Conceptual Engineering and Draft EIS work in October 2013.
- Advancing Conceptual Design in preparation for the Draft EIS.



Map of Federal Way Link Extension.

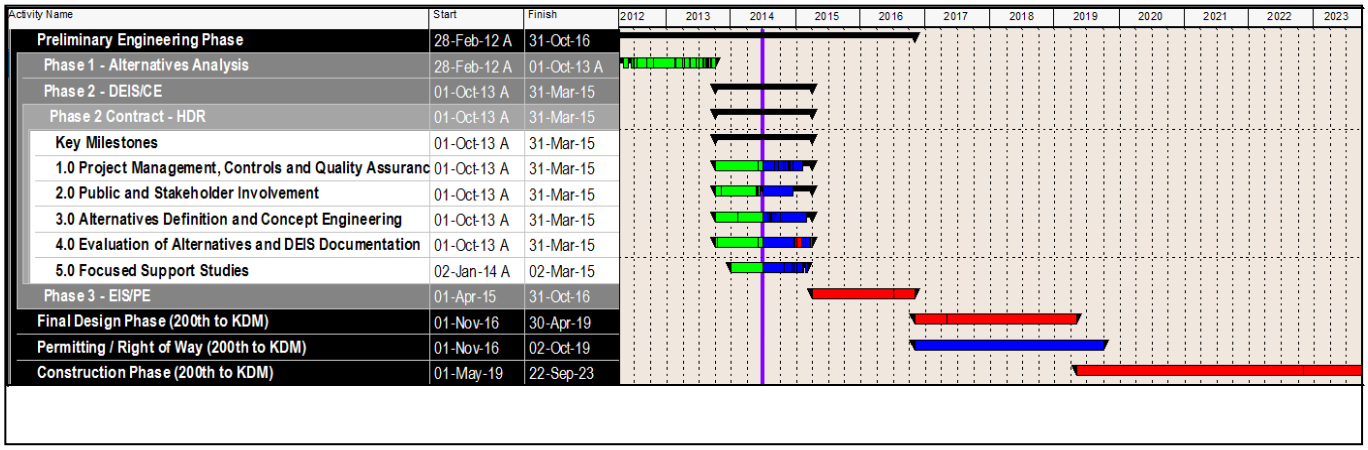
Project Cost Summary

The Federal Way Link Extension is currently funded through the completion of preliminary engineering (PE) and environmental documentation, with the exception of the segment from Kent/Des Moines to Federal Way, which is only funded through environmental documentation. Board approval for additional funding for final design and construction of the segment from S. 200th St. to Kent/Des Moines will be sought upon completion of funded work. The proposed 2014 budget includes an increase to the project lifetime budget to fund Right of Way activities needed to advance the design work. Table (below) figures in millions.

Phase	Adopted Budget	Commitment to Date	Incurred to Date	Forecasts and Trends	Estimated Final Cost (EFC)	Budget Versus EFC
Administration	$9.4	$1.4	$1.5	$8.0	$9.4	$0.0
Preliminary Engineering	$30.9	$12.1	$7.9	$18.8	$30.9	$0.0
Third Parties	$1.6	$0.2	$0.1	$1.4	$1.6	$0.0
Right of Way	$0.2	$0.2	$0.2	$0.0	$0.2	$0.0
Total	**$42.0**	**$13.9**	**$9.7**	**$28.2**	**$42.0**	**$0.0**

Project Schedule

Alternatives Analysis was completed in September 2013. The DEIS and Conceptual Engineering Phase will run through the 1st QTR 2015. The Final EIS and Preliminary Engineering will run through 4th QTR 2016. It is anticipated that the Board will adopt the project and the FTA will issue the ROD in late 2016.


Activity Name
Start
Finish
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
Preliminary Engineering Phase 28-Feb-12 A 31-Oct-16
Phase 1 - Alternatives Analysis 28-Feb-12 A 01-Oct-13 A
Phase 2 - DEIS/CE 01-Oct-13 A 31-Mar-15
Phase 2 Contract - HDR 01-Oct-13 A 31-Mar-15
Key Milestones 01-Oct-13 A 31-Mar-15
1.0 Project Management, Controls and Quality Assuranc 01-Oct-13 A 31-Mar-15
2.0 Public and Stakeholder Involvement 01-Oct-13 A 31-Mar-15
3.0 Alternatives Definition and Concept Engineering 01-Oct-13 A 31-Mar-15
4.0 Evaluation of Alternatives and DEIS Documentation 01-Oct-13 A 31-Mar-15
5.0 Focused Support Studies 02-Jan-14 A 02-Mar-15
Phase 3 - EIS/PE 01-Apr-15 31-Oct-16
Final Design Phase (200th to KDM) 01-Nov-16 30-Apr-19
Permitting / Right of Way (200th to KDM) 01-Nov-16 02-Oct-19
Construction Phase (200th to KDM) 01-May-19 22-Sep-23

Sound Transit Board Actions

Board motions and resolutions directly related to Federal Way Link Extension is summarized in the table below.

Motion Number	Description	Date
	None to report.	

Environmental

- Preparing Draft EIS for publication late 2014 or early 2015.

Community Outreach

- Attended the annual luncheon for the South King Council of Human Services.
- Conducted a neighborhood briefing and ESL Classes at the Highline Community College.
- Began preparation for the Open House on July 31.

Phase 2 Conceptual Engineering Overview

In October 2013, Sound Transit executed an amendment to the professional services agreement with HDR Engineering, Inc. for Phase 2 professional services, including Conceptual Engineering and a Draft Environmental Impact Statement.

Key Phase 2 Activities

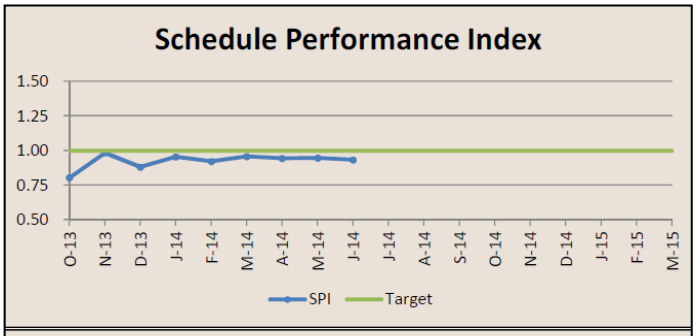
- Completed the conceptual design and cost estimates of the DEIS alternatives.
- Completed first draft of the DEIS and supporting technical reports; submitted for FTA review.
- Continued work on the assessment of Transit-Oriented Development (TOD) potential for the various stations.

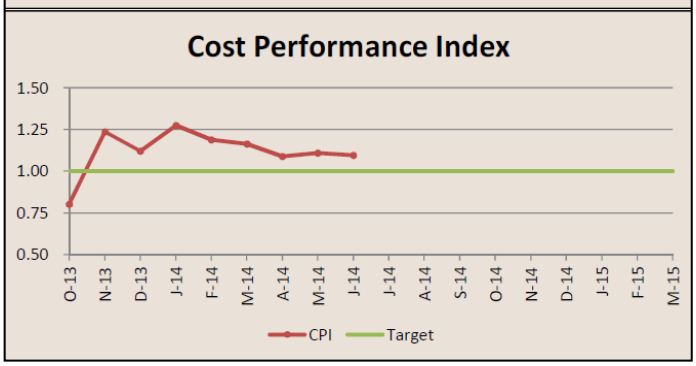
Phase 2 Schedule Performance

The cumulative Schedule Performance Index (SPI) is 0.93 through June, indicating the overall amount of work accomplished is slightly less than planned. However, critical path work remains on schedule with an anticipated Phase 2 completion in March 2015.

Phase 2 Cost Performance

$7.8M of the total contract amount, approximately 65%, has been spent through June 2014. Phase 2 expenditures through June totaled $4.6M, approximately 52% of the Phase 2 contract total. The Phase 2 percent complete reported at the end of June is 57%, with an earned value of $5.0M. The cumulative Cost Performance Index (CPI) through June is 1.10, indicating lower costs than planned for work accomplished. Based on the current trend, the Phase 2 cost is expected to be under budget.





Phase 2 Performance	Previous Period	Current Period*	Cumulative To Date
Amount Invoiced	$4,122,735	$465,699	$4,588,435
% Spent	47%	5%	52%
Earned Value	$4,573,766	$456,610	$5,030,376
% Complete	52%	5%	57%
SPI	**0.95**	**0.81**	**0.93**
CPI	**1.11**	**0.98**	**1.10**

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Scope

In cooperation with the City of Tacoma and Pierce Transit, Sound Transit is studying the potential of expanding the Tacoma Link light rail system in the context of the City and Pierce Transit service and capital plans. A technical advisory committee comprised of the City, Pierce Transit and Sound Transit staff convened to provide technical feedback and guidance throughout the Alternative Analysis (AA) process. Sound Transit, the City of Tacoma and Pierce Transit signed a cooperative agreement term sheet.

Tacoma Link

Key Project Activities

- Sound Transit held early scoping meetings in August 2012 including public & agency early scoping meetings/open houses. The 30-day early scoping comment period concluded in September 2012. Sound Transit submitted an Alternative Analysis (AA) initiation package to the FTA in October 2012. The AA evaluated corridor and alignment alternatives and also evaluated BRT as a mode alternative. In May 2013, the Sound Transit Board selected the E1 corridor as the preferred corridor on which to perform additional design work and environmental study.
- During 1st QTR 2014 Sound Transit held two open houses in January and a number of other outreach events and conducted an on line survey presenting information on potential route alignments and requesting public feedback. In February 2014, the Tacoma City Council unanimously recommended and the Sound Transit Board unanimously identified one alignment to undergo environmental review.
- During 1st QTR 2014 Sound Transit executed an amendment to the professional services contract with CH2M Hill in March to perform conceptual engineering and environmental review and to assist in the preparation of the Small Starts Grant application.

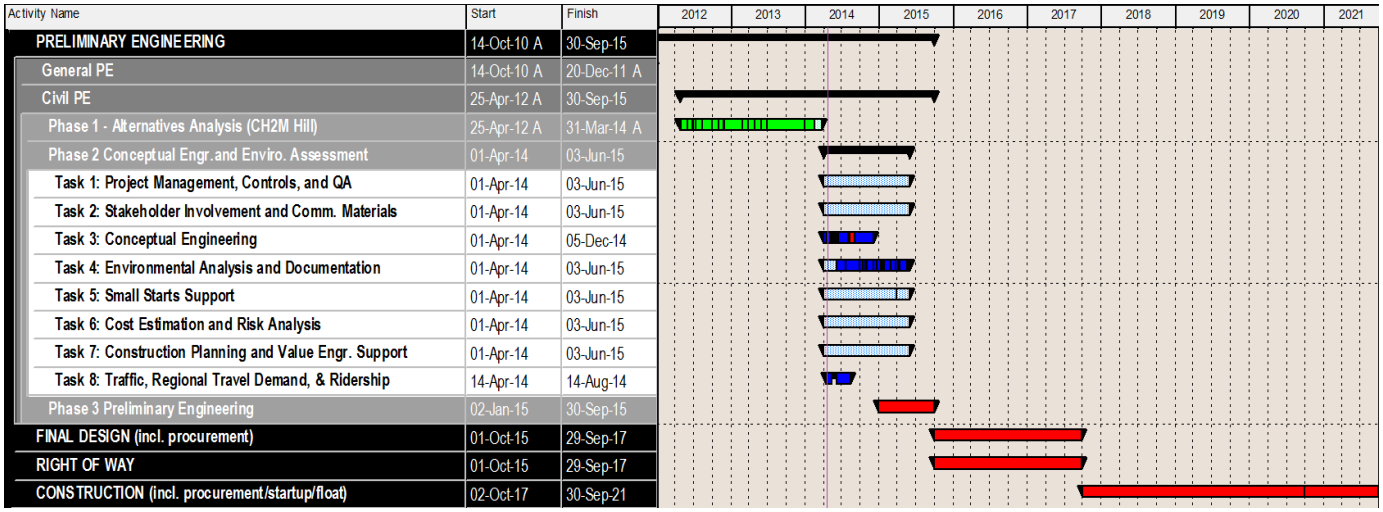
Project Cost Summary

The Tacoma Link Alternatives Analysis is currently funded through the completion of the alternatives analysis, PE and Environmental Documentation. Funding included in the ST2 financial plan represents a maximum capital contribution by Sound Transit to the overall cost of expanding Tacoma Link if other public or private entities provide additional funding. Board approval for funding environmental documentation, preliminary engineering, final design and construction will be sought upon completion of the alternatives analysis. Board approval for funding preliminary engineering, final design and construction will be sought upon completion of the environmental documentation, a project funding strategy and agreements with funding partners. The proposed 2014 budget includes an increase to the project lifetime budget to fund Right of Way activities needed to advance the design work. (Table in millions.)

Phase	Adopted Budget	Commitment to Date	Incurred to Date	Forecasts and Trends	Estimated Final Cost (EFC)	Budget Versus EFC
Administration	$1.0	$0.7	$0.8	$0.3	$1.0	$0.0
Preliminary Engineering	$4.7	$1.0	$1.4	$3.7	$4.7	$0.0
Right of Way	$0.1	$0.0	$0.0	$0.0	$0.1	$0.0
Total	**$5.8**	**$1.8**	**$2.2**	**$4.0**	**$5.8**	**$0.0**

Project Schedule

The Alternative Analysis was completed by the 1st QTR 2014. The project schedule is presented below.



Activity Name	Start	Finish
PRELIMINARY ENGINEERING	14-Oct-10 A	30-Sep-15
General PE	14-Oct-10 A	20-Dec-11 A
Civil PE	25-Apr-12 A	30-Sep-15
Phase 1 - Alternatives Analysis (CH2M Hill)	25-Apr-12 A	31-Mar-14 A
Phase 2 Conceptual Engr.and Enviro. Assessment	01-Apr-14	03-Jun-15
Task 1: Project Management, Controls, and QA	01-Apr-14	03-Jun-15
Task 2: Stakeholder Involvement and Comm. Materials	01-Apr-14	03-Jun-15
Task 3: Conceptual Engineering	01-Apr-14	05-Dec-14
Task 4: Environmental Analysis and Documentation	01-Apr-14	03-Jun-15
Task 5: Small Starts Support	01-Apr-14	03-Jun-15
Task 6: Cost Estimation and Risk Analysis	01-Apr-14	03-Jun-15
Task 7: Construction Planning and Value Engr. Support	01-Apr-14	03-Jun-15
Task 8: Traffic, Regional Travel Demand, & Ridership	14-Apr-14	14-Aug-14
Phase 3 Preliminary Engineering	02-Jan-15	30-Sep-15
FINAL DESIGN (incl. procurement)	01-Oct-15	29-Sep-17
RIGHT OF WAY	01-Oct-15	29-Sep-17
CONSTRUCTION (incl. procurement/startup/float)	02-Oct-17	30-Sep-21

Environmental

- Sound Transit identified a preferred alignment that will be evaluated as part of the environmental process.

Community Outreach

- Hosted a n open house with 76 attendees and completed and closed the online survey with approximately 60 responses.
- Met with property owners on project updates.
- Attended meeting with City of Tacoma.

Conceptual Engineering Overview

In March 2014, Sound Transit executed an amendment to the professional services agreement with CH2M Hill, Inc. for Phase 2 professional services, including conceptual engineering and environmental work.

Current Key Phase 2 Activities

- Continued public outreach efforts.
- Prepared detailed Phase 2 work plan and schedule.
- Prepared design criteria and various conceptual engineering technical memos.
- Drafted methodology for the environmental analysis.
- Continued to refine the design of the E-1 alternative.

Phase 2 Schedule and Cost Performance

This project will begin reporting earned value data for the Phase 2 contract in next month's progress report.

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Scope

Sound Transit is reviewing and evaluating current and future light rail storage and maintenance requirements to support the development, design, and construction of a future light rail operations and maintenance facility for proposed system expansion. Sound Transit Board identified Draft Environmental Impact Statement (DEIS) alternatives in 2012.

Key Project Activities

- Huitt-Zollars, Inc. continues work on Phase 1 contract for Conceptual Engineering and Environmental review.
- Identified long range facility requirements, potential corridors, and sites for the new Operations and Maintenance Satellite Facility (OMSF). Conducted environmental scoping and produced a scoping summary report.
- Completed protective acquisition of a parcel associated with one of the potential sites.
- Urban Land Institute conducted Advisory Services Panel in March 2014.
- DEIS published in May 2014 and comment period closed June 23, 2014.

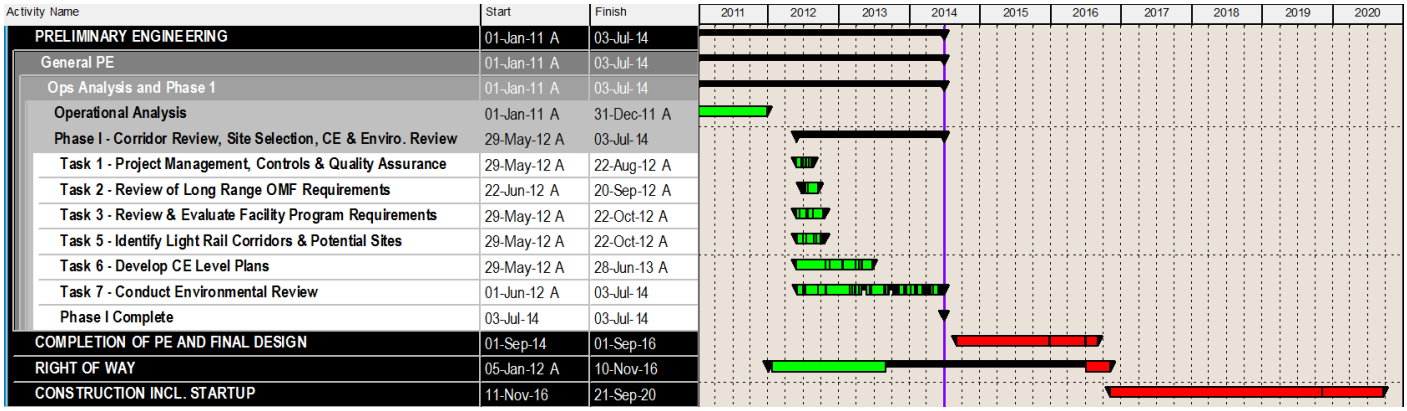
Program Cost

The Link Operations and Maintenance Satellite Facility (OMSF) project is currently funded through the completion of preliminary engineering (PE) and environmental documentation. Board approval for additional funding for final design and construction will be sought upon completion of PE. Table (below) figures in millions.

Phase	Adopted Budget	Commit-ment to Date	Incurred to Date	Forecasts and Trends	Estimated Final Cost (EFC)	Budget Versus EFC
Administration	$3.2	$0.6	$0.6	$2.7	$3.2	$0.0
Preliminary Engineering	$5.7	$3.2	$3.0	$2.5	$5.7	$0.0
3rd Party Agreements	$0.4	$0.0	$0.0	$0.4	$0.4	$0.0
Right of Way	$23.2	$23.2	$23.1	$0.1	$23.2	$0.0
Total	**$32.6**	**$26.9**	**$26.7**	**$5.7**	**$32.6**	**$0.0**

Program Schedule

The project schedule is presented below. The extension of Phase 1 completion to August 2014 requires that the remaining preliminary engineering and final design work be complete by September 2016 in order to maintain the current construction and startup schedule. Sound Transit is preparing a conceptual schedule to show the remaining preliminary engineering duration and investigating alternative delivery methods, such as design-build, in order to retain the desired service date in 2020. Moving the service date into 2021 may conflict with the operational needs of the East Link Extension.


Activity Name
Start
Finish
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
PRELIMINARY ENGINEERING 01-Jan-11 A 03-Jul-14
General PE 01-Jan-11 A 03-Jul-14
Ops Analysis and Phase 1 01-Jan-11 A 03-Jul-14
Operational Analysis 01-Jan-11 A 31-Dec-11 A
Phase I - Corridor Review, Site Selection, CE & Enviro. Review 29-May-12 A 03-Jul-14
Task 1 - Project Management, Controls & Quality Assurance 29-May-12 A 22-Aug-12 A
Task 2 - Review of Long Range OMF Requirements 22-Jun-12 A 20-Sep-12 A
Task 3 - Review & Evaluate Facility Program Requirements 29-May-12 A 22-Oct-12 A
Task 5 - Identify Light Rail Corridors & Potential Sites 29-May-12 A 22-Oct-12 A
Task 6 - Develop CE Level Plans 29-May-12 A 28-Jun-13 A
Task 7 - Conduct Environmental Review 01-Jun-12 A 03-Jul-14
Phase I Complete 03-Jul-14 03-Jul-14
COMPLETION OF PE AND FINAL DESIGN 01-Sep-14 01-Sep-16
RIGHT OF WAY 05-Jan-12 A 10-Nov-16
CONSTRUCTION INCL. STARTUP 11-Nov-16 21-Sep-20

Phase 1 Conceptual Engineering and DEIS Overview

Sound Transit executed a professional services agreement with Huitt-Zollars, Inc. for civil engineering and architectural design services and issued NTP for Phase 1, Conceptual Engineering and DEIS, for the Link Operations and Maintenance Satellite Facility (OMSF) project in May 2012.

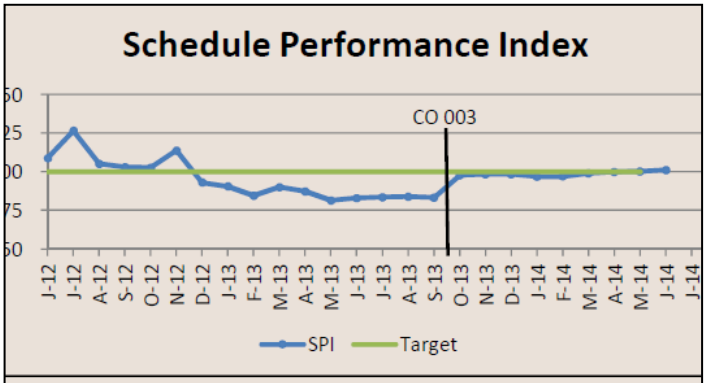
Phase 1 Key Activities

- Published DEIS on May 9 and comment period closes on June 23.
- Developed the Phase 2 Scope of Work for Preliminary Engineering and the Final EIS.

Phase 1 Schedule Performance

Change Order 003 extended the Phase 1 schedule to August 2014.

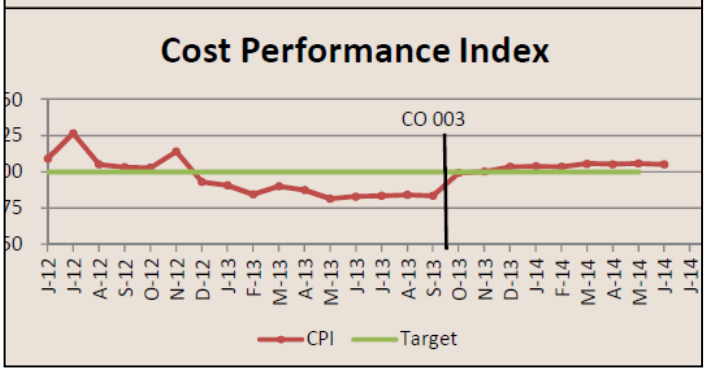
The cumulative Schedule Performance Index (SPI) trends at 1.01 through June 2014, which means that cumulative work accomplished is equal to the baseline planned work.



Phase 1 Cost Performance

Change Order 003 extended the schedule and increased contract budget.

$2.7M of the total contract amount, approximately 95%, was spent through June 2014. The Phase 1 percent complete is 99%, with an earned value of $2.8M. The cumulative Cost Performance Index (CPI) is 1.04, meaning that expenditures are in line with the earned value. Based on these trends, the final cost is expected to be very close to the revised contract budget of $2.8M.



Phase I Performance	Previous Period	Current Period	Cumulative To Date
Amount Invoiced	$2,632,105	$52,694	$2,685,068
% Spent	92%	3%	95%
Earned Value	$2,768,231	$36,886	$2,805,117
% Complete	98%	1%	99%
SPI	**1.00**	**3.14**	**1.01**
CPI	**1.06**	**0.70**	**1.04**

Staffing Variance Reporting - May 2014

Recruiting Activity

During reporting period of May 2014 the following positions were filled to support the capital program.

Position	Project Assignment	Planned Hire Date
Assistant Permits Admin.	All capital projects	February 2014
Structural/Geotechnical Eng.	All capital projects	February 2014
Sr. Civil Engineer	Right-of-Way	February 2014
Mechanical Engineer	Systems	March 2014
Project Control Specialist	East Link	March 2014
Project Control Specialist	Lynnwood/Fed. Way	2014 Attrition*

**Attrition resulting from internal promotion*

Recruiting continued during the reporting period for the following design, engineering and construction management positions:

Position	Project Assignment	Planned Hire Date
Construction Manager	Sounder and Regional Express	2013 Attrition
Systems Engineer	All capital projects	2013 Attrition
Sr. Cost Engineer	Systems	2013 Attrition
Structural Engineer	All capital projects	2013 Attrition
Deputy Project Director	University Link Extension	2013 Attrition*
Sr. Project Coordinator	Northgate Link Extension	2013 Attrition*
Project Director	Sounder and Regional Express	2013 Attrition*
Construction Manager	East Link Extension	2013 Attrition*
Sr. Systems Engineer	Enterprise	December 2013
Deputy Director	Real Property	March 2014
Construction Claims Specialist	Construction Management	March 2014
Deputy Director	Construction Management	March 2014
Project Coordinator	Permits	April 2014
Specifications Writer	All capital projects	April 2014
Sr. Cost Engineer	Project Controls	April 2014
Construction Manager	Northgate Link Extension	April 2014
Construction Manager	Northgate Link Extension	April 2014
Construction Manager	Systems	April 2014
Community Outreach Specialist	North corridor	April 2014
Corridor Design Manager	Systems	May 2014
Project Manager	Non-corridor projects	May 2014
Project Manager	Public Art	May 2014
Property Management Coordinator	Property Management	2014 Attrition

Position	Project Assignment	Planned Hire Date
Sr. Project Coordinator	Non-corridor projects	2014 Attrition
Civil Engineer	Utilities	2014 Attrition
Sr. Scheduling Engineer	Northgate Link Extension	2014 Attrition
Electrical Engineer	Systems	2014 Attrition
Architect	East Link	2014 Attrition
Project Control Coordinator	Northgate Link Extension	2014 Attrition*
Sr. Project Control Specialist	Lynnwood/Fed. Way Extension	2014 Attrition*
Civil Engineer	Right-of-Way	2014 Attrition*

*Attrition resulting from internal promotion

Project Staffing – Major Link Light Rail Programs

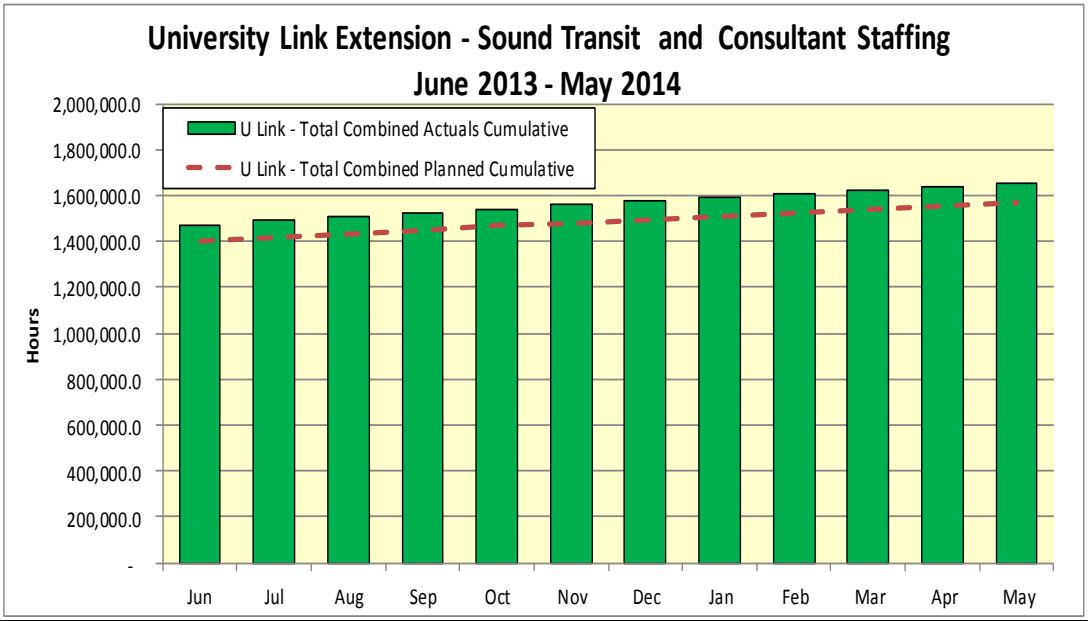
A total of 598.5 (108% of plan) consultant and internal staff full time equivalents (FTE) participated in the on-going planning, design and construction of Link light rail extensions in May 2014, an increase of 3% (17 FTE) from April. Staffing exceeded plan for all projects with the exception of the South 200th Link Extension which was within 3% (0.9 FTE) of plan. Year-to-date staffing for the Link capital program continues to trend 7% (37 FTE/mo.) above plan. Staffing variance to plan for the month by project follows.

	2014 Staffing Variance Summary - Current Period and Year to Date																			
	May 2014								Year to Date - Average											
	Consultant Staff				Sound Transit Staff				Consultant Staff				Sound Transit Staff				All Staff			
	FTE		Variance		FTE		Variance		FTE		Variance		FTE		Variance		FTE		Variance	
Project	Planned	Actual	FTE	% of Plan	Planned	Actual	FTE	% of Plan	Planned	Actual	FTE	% of Plan	Planned	Actual	FTE	% of Plan	Planned	Actual	FTE	% of Plan
University Link Extension	55.7	63.9	8.2	115%	31.0	35.3	4.3	114%	55.7	61.7	6.0	111%	31.0	36.2	5.2	117%	86.7	97.8	11.1	113%
Northgate Link Extension	77.6	90.4	12.8	116%	42.1	36.0	-6.1	86%	77.6	84.3	6.7	109%	42.1	36.8	-5.3	88%	119.7	121.2	1.5	101%
South 200th Extension	20.0	20.4	0.4	102%	15.6	14.2	-1.4	91%	18.3	18.1	-0.2	99%	15.6	15.0	-0.6	96%	33.9	33.1	-0.8	98%
East Link Extension	194.4	204.9	10.5	105%	65.6	64.9	-0.7	99%	194.4	223.9	29.5	115%	65.4	61.5	-3.8	94%	259.8	285.5	25.7	110%
Lynnwood Link Extension	38.7	57.5	18.8	149%	16.0	11.1	-4.9	-31%	38.7	50.7	12.0	131%	16.0	11.2	-4.8	70%	54.7	61.8	7.1	113%
Total	386.4	437.1	50.7	113%	170.3	161.5	-8.8	95%	384.7	438.7	54.0	114%	170.1	160.7	-9.3	95%	554.7	591.9	37	107%

University Link Extension Staffing

Total Internal and External Staffing – University Link Extension

There were 96.1 FTE assigned to the University Link Extension in April including 60 consultant and 36 internal FTE. Staffing for the month was 11% above plan (9.4 FTE); staffing decreased 6% (6.4 FTE) from the previous reporting period. Year-to-date, staffing is above plan by 12% (10.8 FTE/mo.). Cumulatively, since August 2006, average monthly project staffing is trending approximately 6% (5.8 FTE/mo.) above plan.

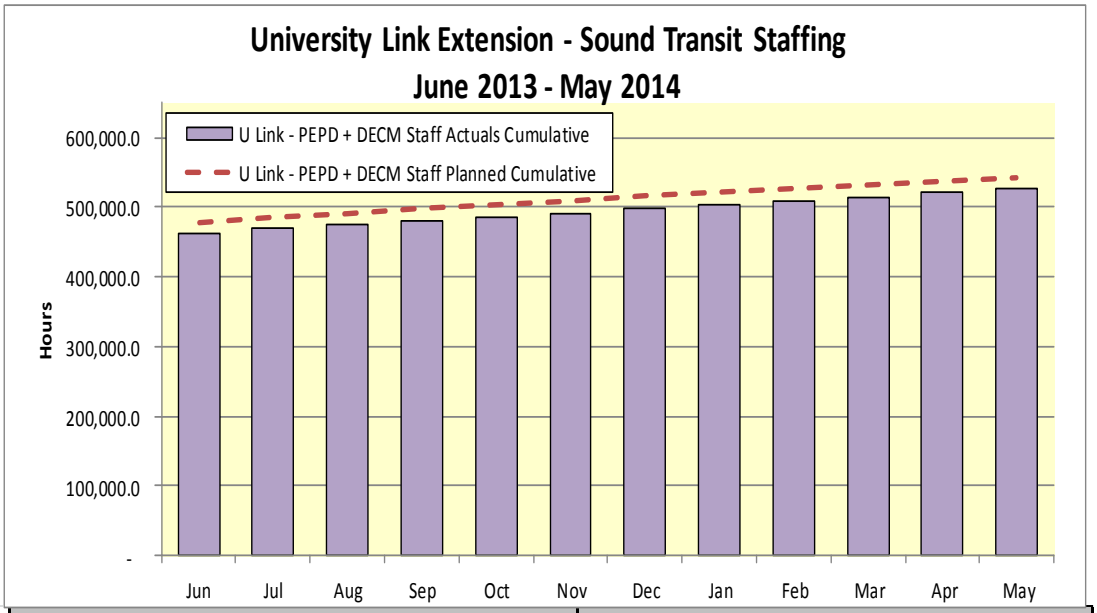


	Labor Hours to Date				Current Period May 2014			
	Total Planned	Total Actual	Total Variance	Percent Expended	Period Planned	Period Actual	Period Variance	Percent Expended
No. of Hours	1,565,432.6	1,653,126.8	87,694.2	105.6%	13,872.0	15,866.6	1,994.6	114.4%
Monthly Average	16,653.5	17,586.5	932.9					
Monthly FTE	104.1	109.9	5.8		86.7	99.2	12.5	

University Link Extension Staffing

Internal Resource Commitments to University Link Extension

There were 35.3 internal FTE assigned to the University Link Extension in May. Internal staffing decreased 3% (1.2 FTE) from April but was above plan by 14% (4.3 FTE); year-to-date, average internal staffing remained 17% (5.2 FTE/mo.) above plan. Cumulatively, since August 2006, average monthly internal staffing is trending approximately 3% (1 FTE/mo.) below the baseline.

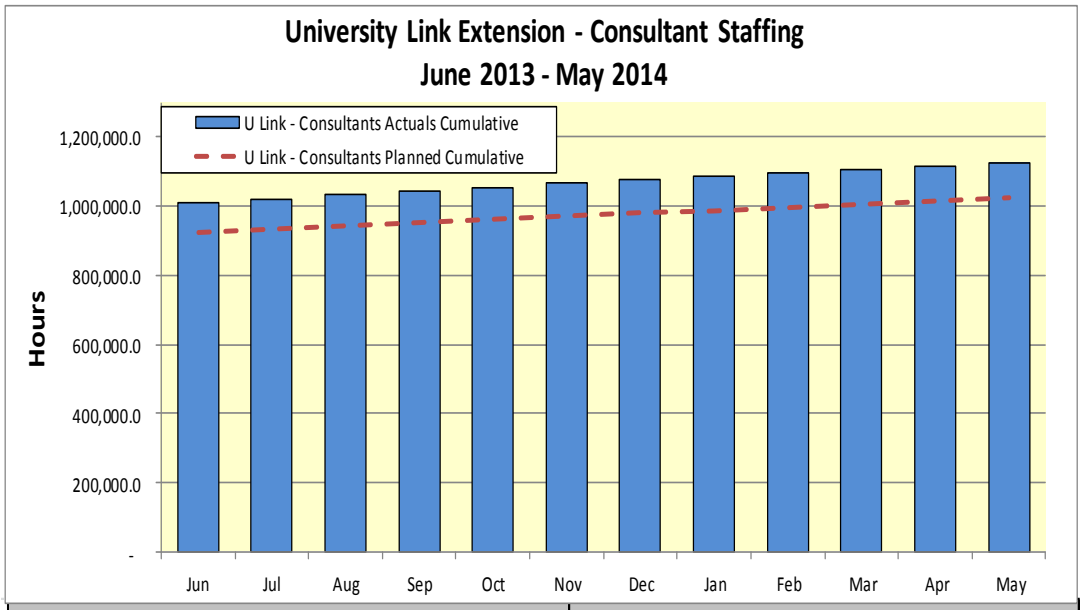


	Labor Hours to Date				Current Period May 2014			
	Total Planned	Total Actual	Total Variance	Percent Expended	Period Planned	Period Actual	Period Variance	Percent Expended
No. of Hours	541,199.8	526,356.1	-14,843.7	97.3%	4,960.0	5,644.3	684.3	113.8%
Monthly Average	5,757.4	5,599.5	-157.9					
Monthly FTE	36.0	35.0	-1.0		31.0	35.3	4.3	

University Link Extension Staffing

Consultant Resource Commitments to University Link Extension

During May 63.9 consultant FTE were assigned to the University Link Extension exceeding plan by 15% (8.2 FTE) and 7% (4.2 FTE) higher than April. Year-to-date average consultant staffing is 11% (6 FTE/mo) above plan; cumulatively, since August 2006, average monthly consultant staffing continues to trend 10% (6.8 FTE/mo.) above plan.



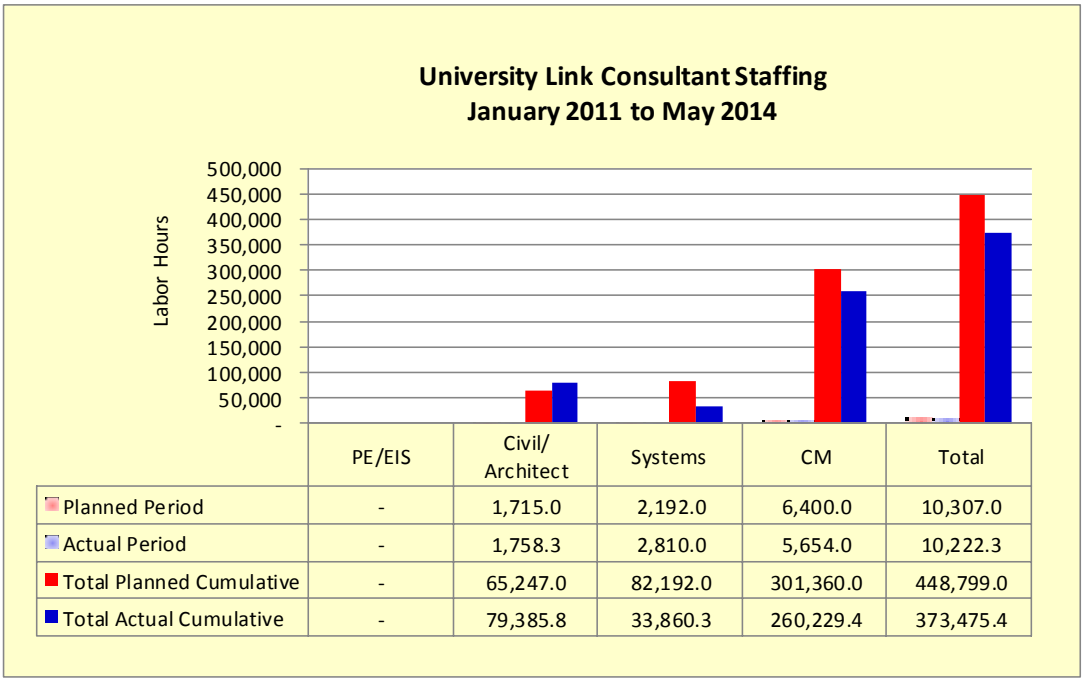
	Labor Hours to Date				Current Period May 2014			
	Total Planned	Total Actual	Total Variance	Percent Expended	Period Planned	Period Actual	Period Variance	Percent Expended
No. of Hours	1,024,232.8	1,126,770.7	102,537.9	110.0%	8,912.0	10,222.3	1,310.3	114.7%
Monthly Average	10,896.1	11,986.9	1,090.8					
Monthly FTE	68.1	74.9	6.8		55.7	63.9	8.2	

University Link Extension Staffing

Consultant Resource Commitments to University Link Extension, continued

Consultant utilization by discipline for the University Link Extension since January 2011 is illustrated below.

In May, Civil Engineering and Architecture and Construction consultant staffing (11 FTE) was 39% (3.1 FTE) above plan. Cumulatively, civil engineering and architecture consultant staffing (36 FTE/mo) is trending nearly 40% (10.4 FTE) above plan. Systems consultant staffing (17.6 FTE) increased 15% (2.2 FTE) from April and was consistent with plan; cumulatively, systems consultant staffing (7.5 FTE/mo) however remains 37% (4.4 FTE/mo) below plan. Construction management consultant staffing (35.3 FTE) was 18% (5.3 FTE) above plan and 8% (2.7 FTE) higher than the previous reporting period. Cumulative construction management staffing (31.4 FTE/mo) is 3% (0.8 FTE/mo) above plan.

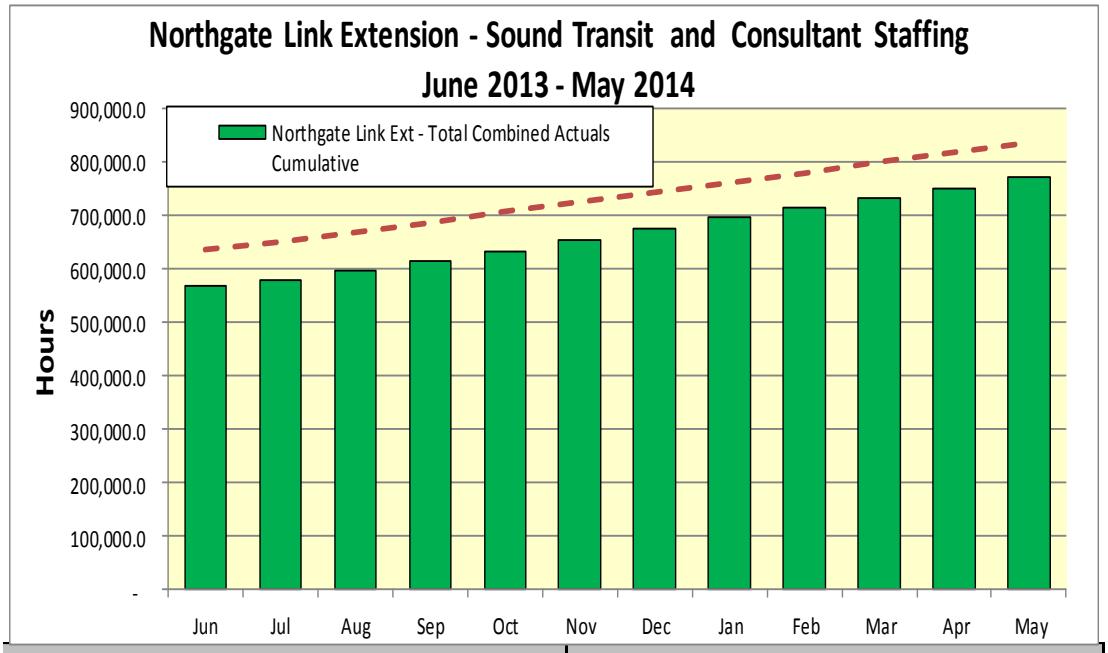


	PE/EIS	Civil/ Architect	Systems	CM	Total
Planned Period	-	1,715.0	2,192.0	6,400.0	10,307.0
Actual Period	-	1,758.3	2,810.0	5,654.0	10,222.3
Total Planned Cumulative	-	65,247.0	82,192.0	301,360.0	448,799.0
Total Actual Cumulative	-	79,385.8	33,860.3	260,229.4	373,475.4

Northgate Link Extension Staffing

Total Internal and External Staffing – Northgate Link Extension

During May, 36 internal FTE and 90.4 consultant FTE were assigned to the Northgate Link Extension. This is a 9% (10.5 FTE) increase from April and 6% (6.6 FTE) above planned staffing of 119.7 FTE. Year-to-date average internal and consultant staffing is 1% (1.5 FTE) above plan FTE/mo.); cumulatively since January 2011 average monthly staffing is trending 8% (10.2 FTE/mo) below plan.

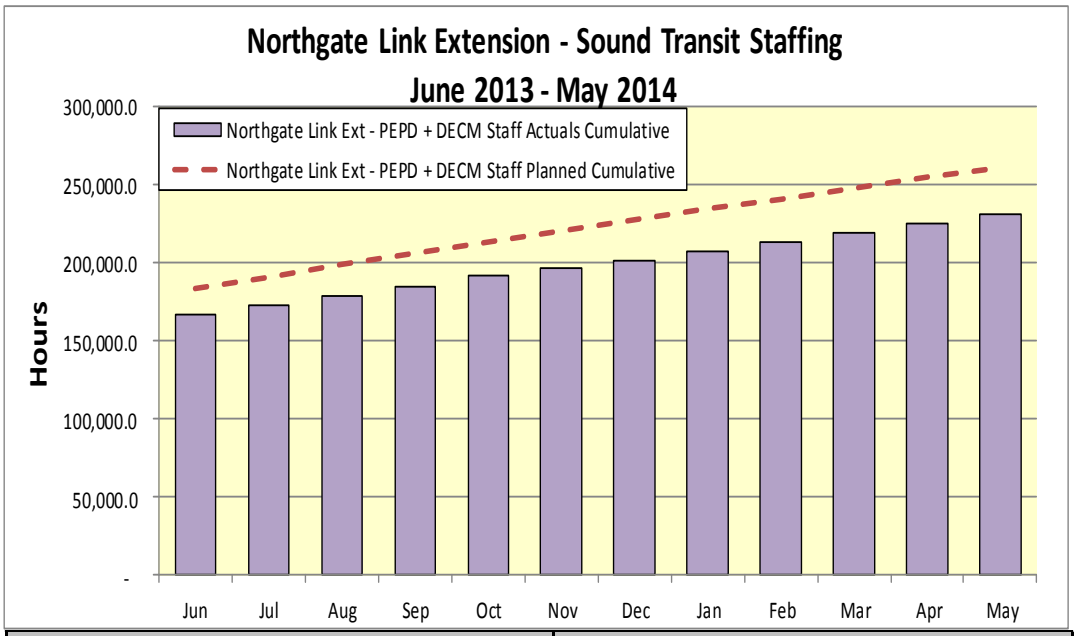


	Labor Hours Jan 2011 - May 2014				Current Period May 2014			
	Total Planned	Total Actual	Total Variance	Percent Expended	Period Planned	Period Actual	Period Variance	Percent Expended
No. of Hours	838,625.7	771,388.7	-67,237.0	92.0%	19,152.0	20,214.5	1,062.5	105.5%
Monthly Average	20,454.3	18,814.4	-1,639.9					
Monthly FTE	127.8	117.6	-10.2		119.7	126.3	6.6	

Northgate Link Extension Staffing

Internal Resource Commitments to Northgate Link Extension

Internal staffing in May (36 FTE) decreased 8% (3.1 FTE) from April and was below plan by15% (6.1 FTE). Year-to-date internal staffing remains 12% (5 FTE/mo.) below plan; cumulatively, since January 2011, average monthly internal staffing is trending 11.7% (4.7 FTE/mo.) below plan.

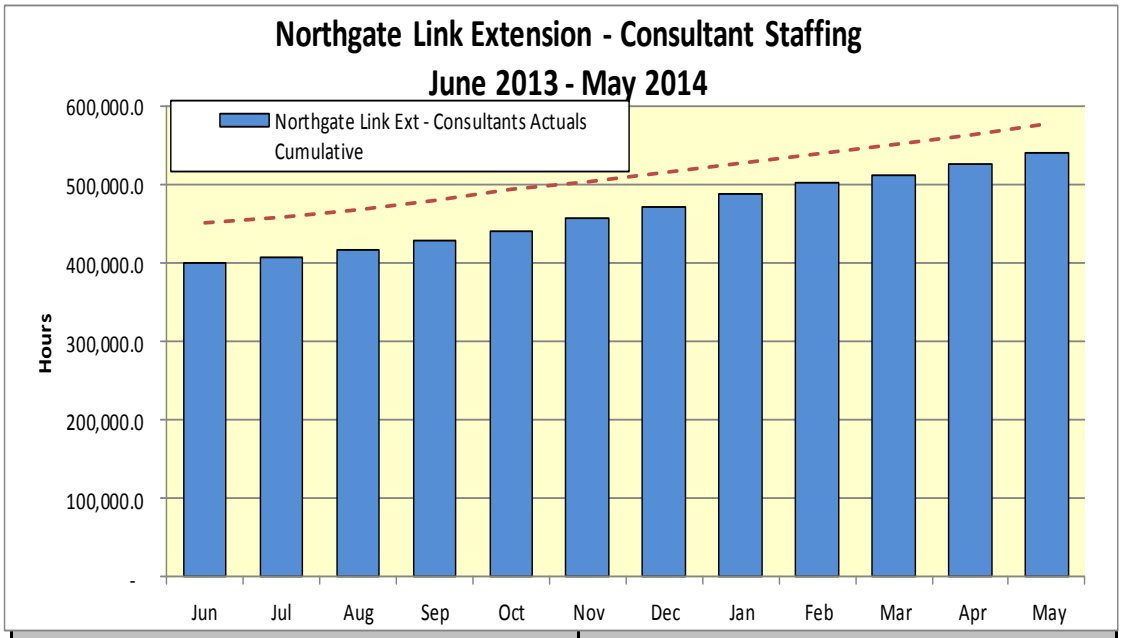


	Labor Hours Jan 2011 - May 2014				Current Period May 2014			
	Total Planned	Total Actual	Total Variance	Percent Expended	Period Planned	Period Actual	Period Variance	Percent Expended
No. of Hours	261,440.0	230,915.1	-30,524.9	88.3%	6,736.0	5,753.0	-983.0	85.4%
Monthly Average	6,376.6	5,632.1	-744.5					
Monthly FTE	39.9	35.2	-4.7		42.1	36.0	-6.1	

Northgate Link Extension Staffing

Consultant Resource Commitments to Northgate Link Extension

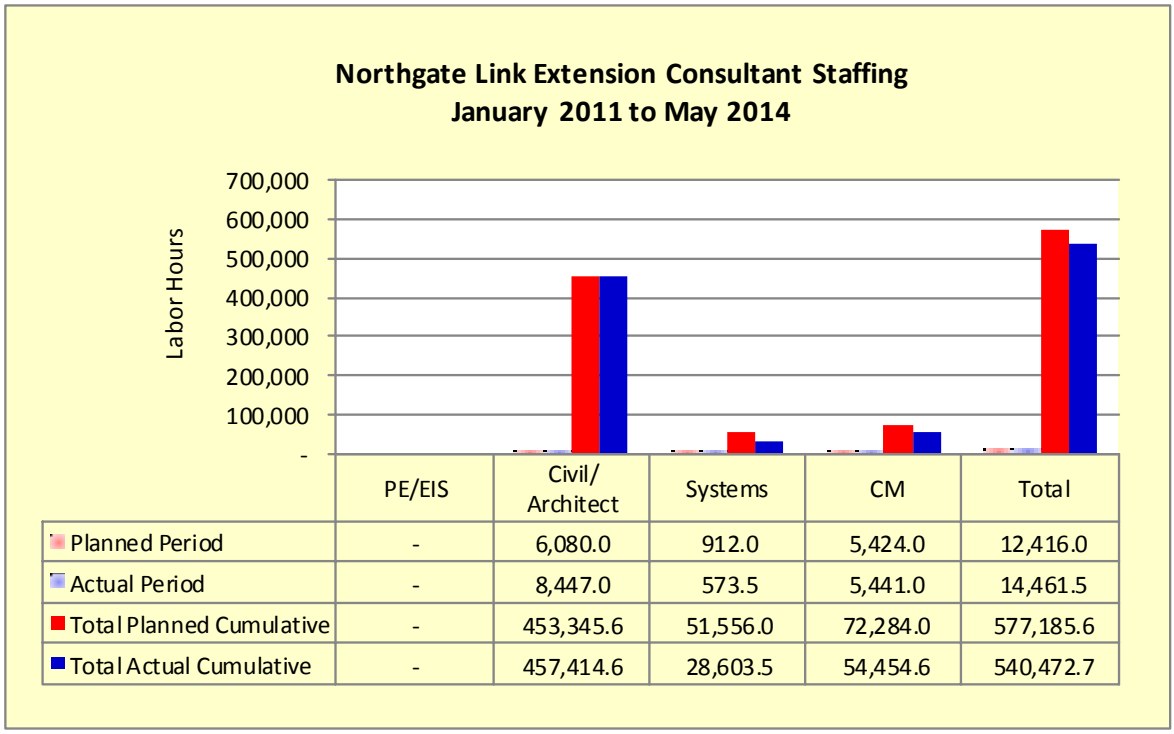
During May, 90.4 consultant FTE were assigned to the Northgate Link Extension, a 15% (13.6 FTE) increase from April. Consultant staffing was 16% (12.8 FTE) above plan. Year-to-date, consultant staffing is 9% (6.7 FTE/mo.) above plan; cumulatively, since January 2011, average consultant utilization is trending 6.4% (5.6 FTE/mo.) below plan.



	Labor Hours Jan 2011 - May 2014				Current Period May 2014			
	Total Planned	Total Actual	Total Variance	Percent Expended	Period Planned	Period Actual	Period Variance	Percent Expended
No. of Hours	577,185.7	540,473.6	-36,712.1	93.6%	12,416.0	14,461.5	2,045.5	116.5%
Monthly Average	14,077.7	13,182.3	-895.4					
Monthly FTE	88.0	82.4	-5.6		77.6	90.4	12.8	

Northgate Link Extension Staffing

Consultant Resource Commitments to Northgate Link Extension



	PE/EIS	Civil/ Architect	Systems	CM	Total
Planned Period	-	6,080.0	912.0	5,424.0	12,416.0
Actual Period	-	8,447.0	573.5	5,441.0	14,461.5
Total Planned Cumulative	-	453,345.6	51,556.0	72,284.0	577,185.6
Total Actual Cumulative	-	457,414.6	28,603.5	54,454.6	540,472.7

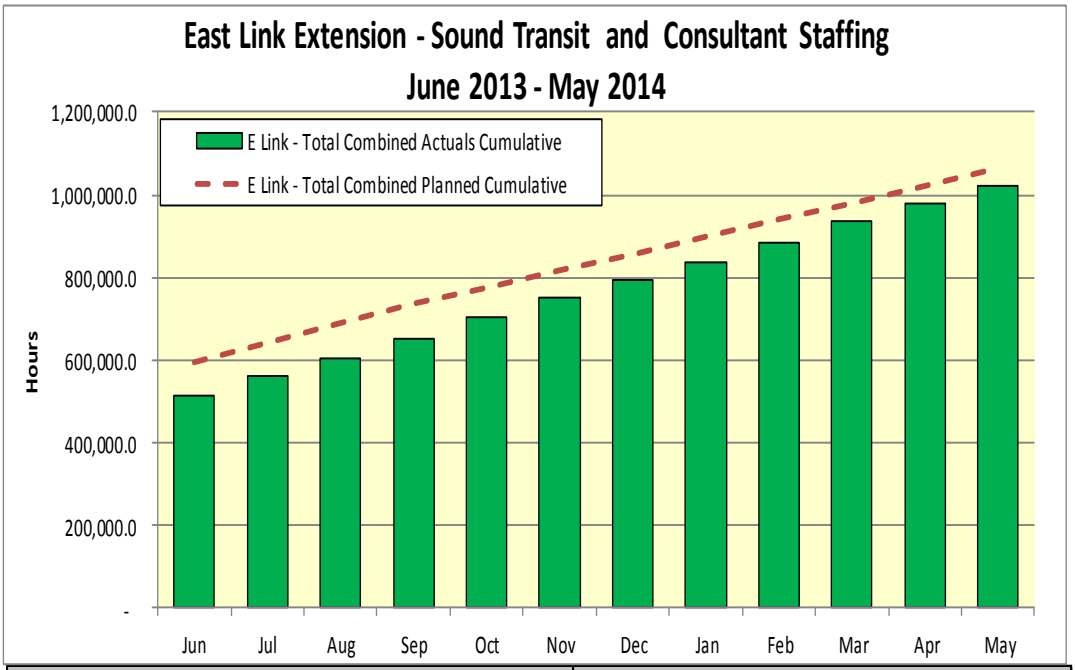
Consultant utilization by discipline follows:

- Civil/architecture consultant utilization for May (52.9 FTE) increased by 35% (13.5 FTE) from April and was 39% (14.8 FTE) above plan. Cumulatively since January 2011, civil engineering/architecture consultant staffing of 69.7 FTE/mo. is also trending consistent with plan.
- Systems consultant utilization (3.6 FTE) remained unchanged from April at 39% below plan. Since January 2011, average monthly Systems consultant staffing is trending 45% (3.5 FTE/mo) below plan.
- CM consultant staffing in May (33.9 FTE) was consistent with CM staffing for April. Cumulatively, since January 2011, average monthly CM consultant staffing also continues to trend below plan by 27% (2.8 FTE/mo.).

East Link Extension Staffing

Total Internal and External Staffing – East ink Extension

Staffing for the East Link Extension in May (269.8 FTE) increased 3% (9 FTE) from April and was 4% (10.1 FTE) above plan. Year-to-date internal and consultant staffing is 10% (25.7 FTE/mo.) above plan; cumulatively since January 2011, average monthly staffing is trending 4% (6.6 FTE/mo.) below plan.

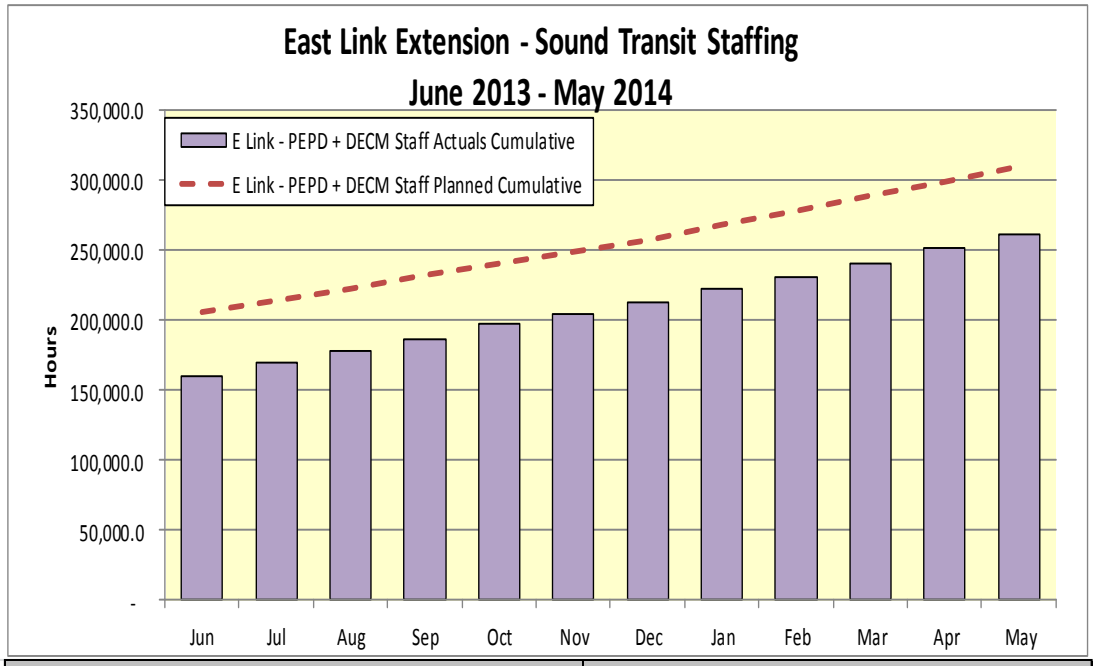


	Labor Hours Jan 2011 - May 2014				Current Period May 2014			
	Total Planned	Total Actual	Total Variance	Percent Expended	Period Planned	Period Actual	Period Variance	Percent Expended
No. of Hours	1,063,262.4	1,020,107.8	-43,154.6	95.9%	41,552.0	43,161.6	1,609.6	103.9%
Monthly Average	25,933.2	24,880.7	-1,052.6					
Monthly FTE	162.1	155.5	-6.6		259.7	269.8	10.1	

East Link Extension Staffing

Internal Resource Commitments to East Link Extension

During May, internal staffing for the East Link Extension (64.9 FTE) increased 3% (9 FTE) from April and was consistent with plan. Year-to-date internal staffing (61.5/ FTE/mo.) is 6% (3.8 FTE/mo.) below plan; cumulatively, since January 2011, average monthly internal staffing is trending nearly 16% (7.4 FTE/mo.) below plan.

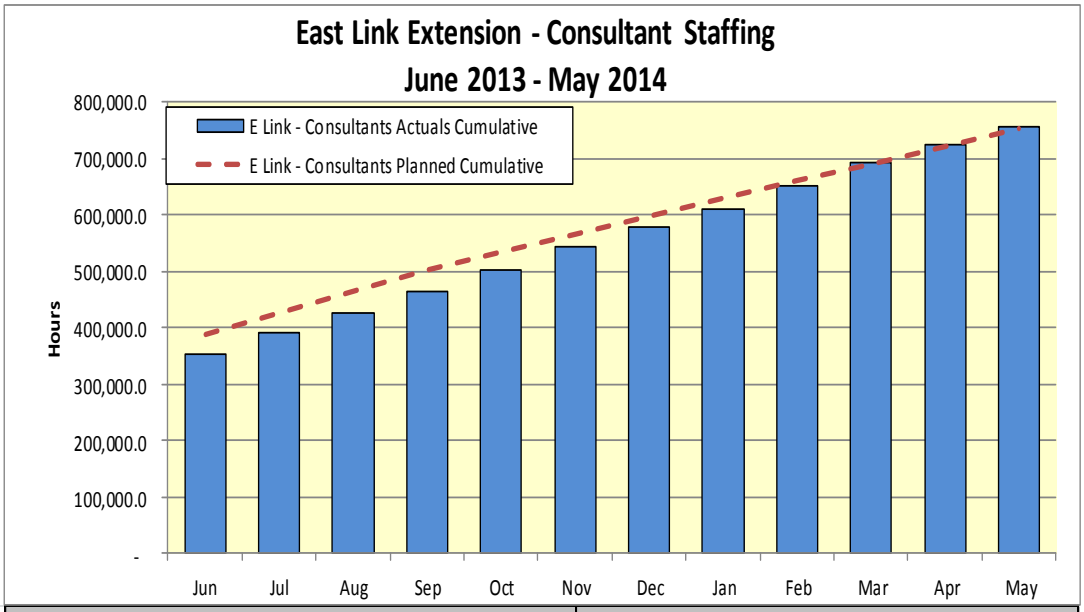


	Labor Hours Jan 2011 - May 2014				Current Period May 2014			
	Total Planned	Total Actual	Total Variance	Percent Expended	Period Planned	Period Actual	Period Variance	Percent Expended
No. of Hours	309,808.0	262,140.0	-47,668.0	84.6%	10,448.0	10,380.3	-67.7	99.4%
Monthly Average	7,556.3	6,393.7	-1,162.6					
Monthly FTE	47.2	40.0	-7.3		65.3	64.9	-0.4	

East Link Extension Staffing

Consultant Resource Commitments to East Link Extension

There were 204.9 consultant FTE assigned to the East Link Extension during May. Consultant staffing decreased 5% (9.5 FTE) from April and but was above plan by 5% (10.5 FTE). Year-to-date consultant staffing (223.9 FTE/mo.) is 15% (29.5 FTE/mo.) above plan; cumulatively since January 2011, average monthly consultant staffing is trending 0.4% (0.5 FTE/mo) above plan.

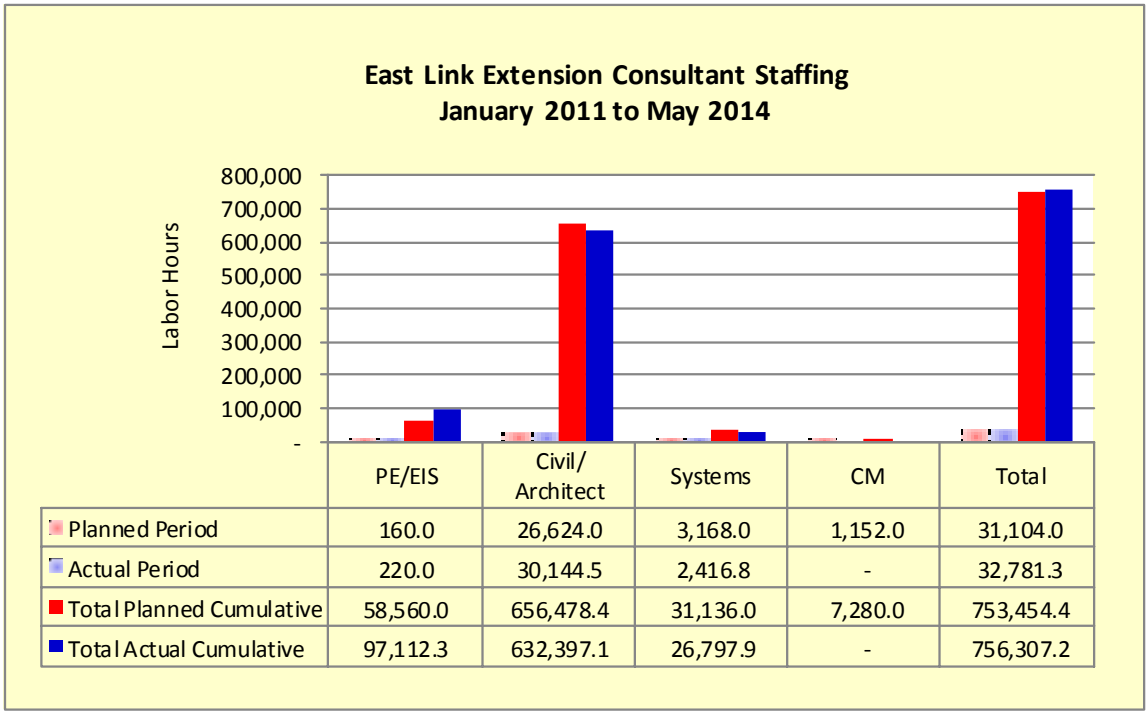


	Labor Hours Jan 2011 - May 2014				Current Period May 2014			
	Total Planned	Total Actual	Total Variance	Percent Expended	Period Planned	Period Actual	Period Variance	Percent Expended
No. of Hours	309,808.0	262,140.0	-47,668.0	84.6%	10,448.0	10,380.3	-67.7	99.4%
Monthly Average	7,556.3	6,393.7	-1,162.6					
Monthly FTE	47.2	40.0	-7.3		65.3	64.9	-0.4	

East Link Staffing

Consultant Resource Commitments to East Link, continued

Similar to previous reporting periods, in May civil engineering consultant staff (188.4 FTE) represent the majority (92%) of consultant staffing. Systems (15.1 FTE) and Preliminary Engineering (PE) (1.4 FTE) accounted for remaining May consultant staffing on the East Link Extension. Cumulatively since January 2011, PE consultant staffing (14.8 FTE/mo.) is at 66% of plan, civil engineering consulting (96.7 FTE/mo.) is 97% of plan and Systems consulting (4.1 FTE/mo.) is 86% of plan.

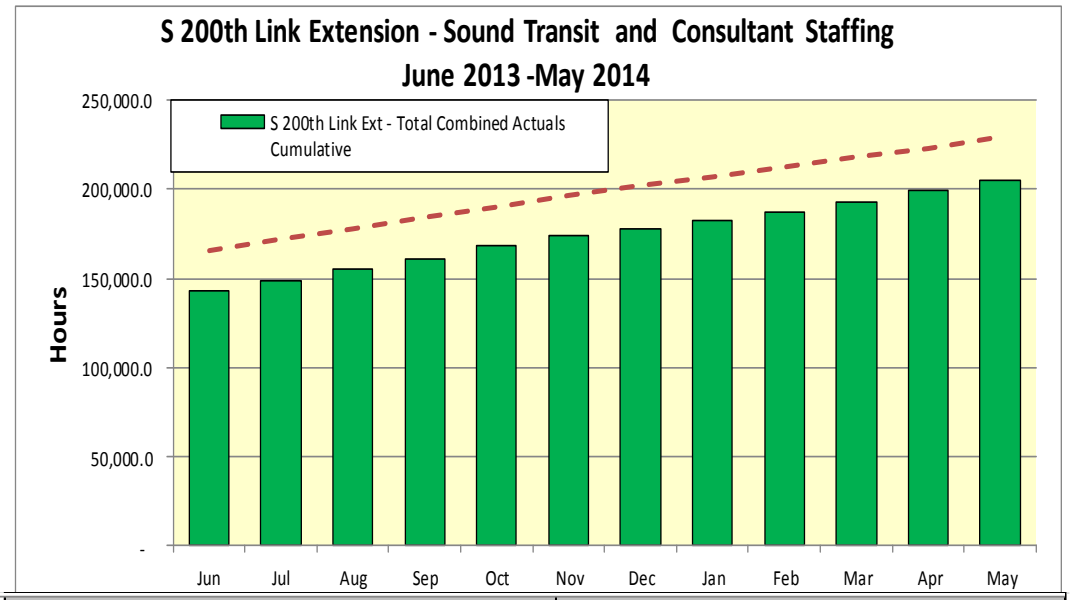


	PE/EIS	Civil/ Architect	Systems	CM	Total
Planned Period	160.0	26,624.0	3,168.0	1,152.0	31,104.0
Actual Period	220.0	30,144.5	2,416.8	-	32,781.3
Total Planned Cumulative	58,560.0	656,478.4	31,136.0	7,280.0	753,454.4
Total Actual Cumulative	97,112.3	632,397.1	26,797.9	-	756,307.2

S. 200th Link Extension Staffing

Total Internal and External Staffing – S. 200th Link Extension

Staffing for the South 200th Link Extension in May (34.7 FTE) decreased 9% (3.5 FTE) from April and was 97% (34.7 FTE) of plan. Year-to-date consultant and internal staffing remained 2% (0.8 FTE/mo.) below plan; since January 2011, average monthly internal and consultant staffing are trending nearly 11% (4 FTE/mo.) below plan.

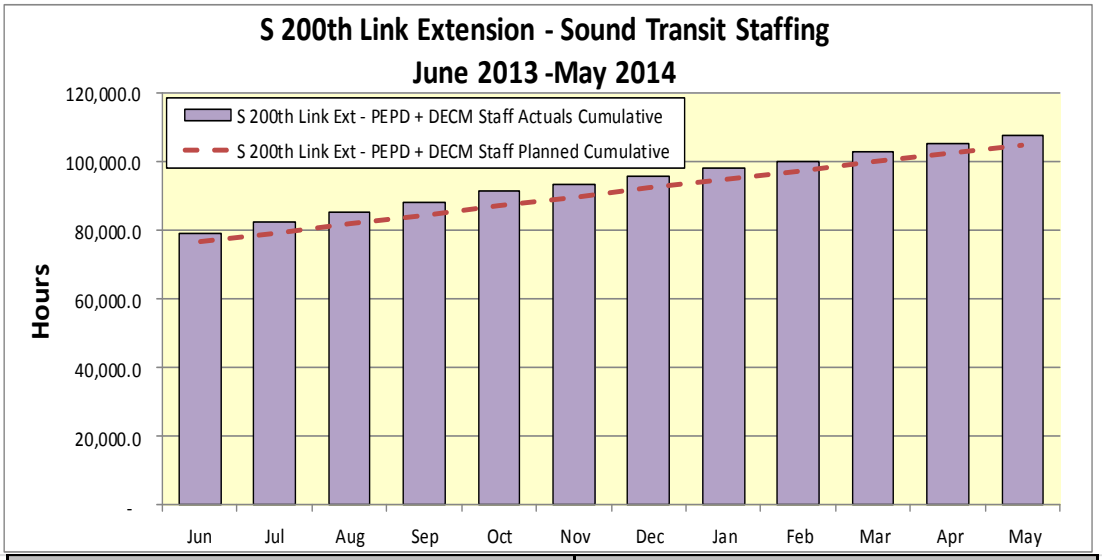


	Labor Hours Jan 2011 - May 2014				Current Period May 2014			
	Total Planned	Total Actual	Total Variance	Percent Expended	Period Planned	Period Actual	Period Variance	Percent Expended
No. of Hours	229,027.2	204,678.8	-24,348.4	89.4%	5,696.0	5,546.8	-149.2	97.4%
Monthly Average	5,586.0	4,992.2	-593.9					
Monthly FTE	34.9	31.2	-3.7		35.6	34.7	-0.9	

S. 200th Link Extension Staffing

Internal Resource Commitments South Link to S.200th Link Extension

Internal staffing in May (14.2 FTE) decreased 9% (1.4 FTE) from April and was also 9% (1.4 FTE) below plan. Year-to-date internal staffing is 2% (0.4 FTE/mo.) below plan; cumulatively, since January 2011, average monthly internal staffing is 3% (0.4 FTE/mo.) above plan.

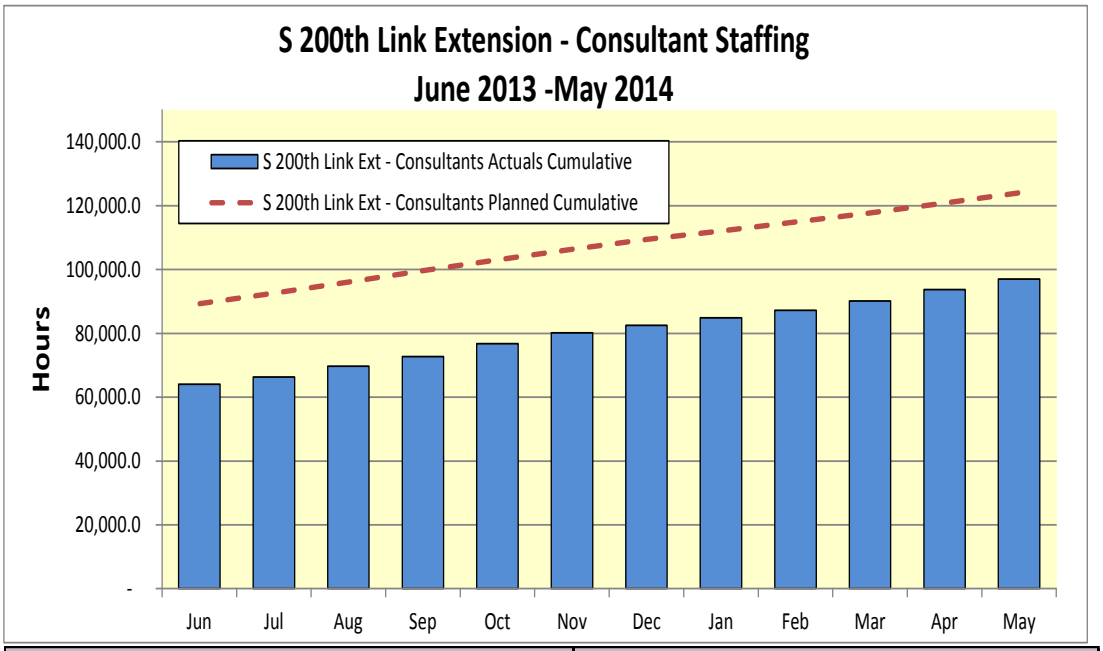


	Labor Hours Jan 2011 - May 2014				Current Period May 2014			
	Total Planned	Total Actual	Total Variance	Percent Expended	Period Planned	Period Actual	Period Variance	Percent Expended
No. of Hours	105,011.2	107,700.9	2,689.7	102.6%	2,496.0	2,277.0	-219.0	91.2%
Monthly Average	2,561.2	2,626.9	65.6					
Monthly FTE	16.0	16.4	0.4		15.6	14.2	-1.4	

S. 200th Link Extension Staffing

Consultant Resource Commitments to S. 200th Link Extension

Consultant staffing on the S. 200th Link Extension in May (20.4 FTE) decreased 10% (2.1 FTE) from April but remained above plan by 2% (0.4 FTE). Year-to-date consultant staffing is 1% (0.2 FTE/mo.) below plan; cumulatively since January 2011, average consultant staffing is trending 22% (4.1 FTE/mo.) below plan.

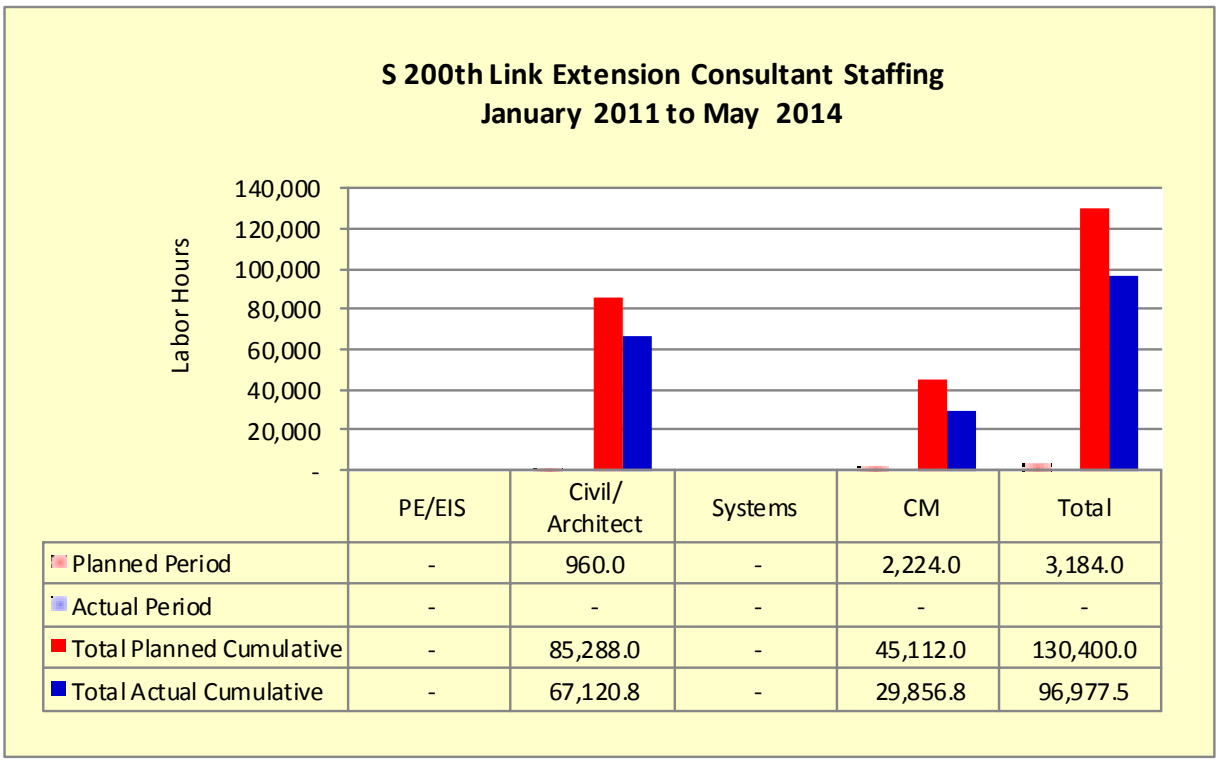


	Labor Hours Jan 2011 - May 2014				Current Period May 2014			
	Total Planned	Total Actual	Total Variance	Percent Expended	Period Planned	Period Actual	Period Variance	Percent Expended
No. of Hours	124,016.0	96,977.9	-27,038.1	78.2%	3,200.0	3,269.8	69.8	102.2%
Monthly Average	3,024.8	2,365.3	-659.5					
Monthly FTE	18.9	14.8	-4.1		20.0	20.4	0.4	

S. 200th Link Extension Staffing

Consultant Resource Commitments to S. 200th Link Extension

Design/build project management consultants (13.2 FTE) accounted for 65% of consultant staffing in May. Additional consultant staff (7.2 FTE) provided civil and architectural engineering support. Similar to other reporting periods, Systems consultant utilization is not reported as it has been incorporated into the station and guideway design/build contract and is not being tracked or reported separately from design/build consultant staffing.



	PE/EIS	Civil/ Architect	Systems	CM	Total
Planned Period	-	960.0	-	2,224.0	3,184.0
Actual Period	-	-	-	-	-
Total Planned Cumulative	-	85,288.0	-	45,112.0	130,400.0
Total Actual Cumulative	-	67,120.8	-	29,856.8	96,977.5

Lynnwood Link Staffing

During May, there were 68.6 consultant and internal FTE (125% of plan) assigned to the Lynnwood Link Extension. Internal staffing for May of 11.1 FTE was consistent with April staffing, remaining below plan by 31% (5 FTE). Consultant staffing decreased 4% (2.1 FTE) from April and at 57.5 FTE was 49% (18.8 FTE) above plan. All consultant staff assigned to the project are supporting preliminary engineering. Year- to- date staffing (61.8 FTE/mo.) is 110% of plan; cumulatively since January 2013, staffing for the Lynnwood Link Extension is trending 8.4 FTE/mo. (28.2% below plan).

	Labor Hours Jan 2013 - May 2014				Current Period May 2014			
	Total Planned	Total Actual	Total Variance	Percent Expended	Period Planned	Period Actual	Period Variance	Percent Expended
No. of Hours	125,744.0	102,833.7	-22,910.3	81.8%	8,752.0	10,968.9	2,216.9	125.3%
Monthly Average	7,396.7	6,049.0	-1,347.7					
Monthly FTE	46.2	37.8	-8.4		54.7	68.6	13.9	

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ACRONYMS

AA	Alternative Analysis
APE	Area of Potential Impact
BCE	Baseline Cost Estimate
BCWS	Budgeted Cost of Work
BIM	Building Information Modeling
BNSF	Burlington Northern Santa Fe Railway
CCB	Change Control Board
CDF	Controlled Density Fill
CHS	Capitol Hill Station
CM	Construction Management
CMU	Concrete Masonry Unit
CO	Change Order
CPI	Cost Performance Index
CPM	Critical Path Method
DAHP	Department of Archaeology & History Preservation
DART	Days Away, Restricted or Modified
DB	Design -Build
DECM	Design, Engineering and Construction Management
DEIS	Draft Environmental Impact Statement
DPD	Seattle Department of Planning and Development
DSC	Differing Site Conditions
DSDC	Design Support During Construction
DSTT	Downtown Seattle Transit Tunnel
EFC	Estimated Final Cost
EMI	Electro Magnetic Interference
FD	Final Design
FHWA	Federal Highway Administration
FSEIS	Final Supplemental Environmental Impact Statement
FFGA	Full Funding Grant Agreement
FTA	Federal Transit Administration
FTE	Full Time Employee
GC/CM	General Contractor /Construction Management
HVAC	Heating, Ventilation and Air Conditioning
ICD	Integration Control Document
IRT	Independent Review Team
IWP	Industrial Waste Permit
JA	Jacobs Associates
JARPA	Joint Aquatic Resource Permit Application
KCM	King County Metro
LNTP	Limited Notice to Proceed

ACRONYMS, continued

LRRP	Light Rail Review Panel
LRT	Light Rail Transit
LRV	Light Rail Vehicle
LTK	LTK Engineering Services
MACC	Maximum Allowable Construction Cost
MDA	Major Discharge Authorization
MLK	Martin Luther King, Jr. Way
MOA	Memorandum of Agreement
MOS	Minimum Operable Segment
MOU	Memorandum of Understanding
MPPCV	Major Public Project Construction Variance
MRB	Material Review Board
MTP	Montlake Triangle Project
MUP	Master Use Permit
NB	Northbound
NCTP	North Corridor Transit Partners
NEPA	National Environmental Policy Act
NOAA	National Oceanic and Atmospheric Administration
NTP	Notice to Proceed
OCS	Overhead Catenary System
OMF	Operations and Maintenance Facility
OMSF	Operations and Maintenance Satellite Facility
OTC	Overlake Transit Center
PE	Preliminary Engineering
PEP	Project Execution Plan
PEPD	Planning, Environment and Project Development
PMOC	Project Management Oversight Consultant
PSST	Pine Street Stub Tunnel
QA	Quality Assurance
QC	Quality Control
QTR	Quarter
RE	Resident Engineer
RFC	Request for Change
RFD	Request for Deviation
RFI	Request for Information
RFP	Request for Proposal
RFQ	Request for Qualifications
RIR	Recordable Injury Rates

ACRONYMS, continued

RMP	Risk Management Plan
ROD	Record of Decision
ROW	Right of Way
SB	Southbound
SCADA	Supervisory Central and Data Acquisition
SCC	Standard Cost Categories
SCL	Seattle City Light
SDEIS	Supplemental Draft Environmental Impact Statement
SEPA	State Environmental Policy Act
SIP	Street Improvement Permitting
SPI	Schedule Performance Index
SR	State Route
ST	Sound Transit
START	Seattle Tunnel and Rail Team
SWI	Stacy & Witbeck, Inc.
TBM	Tunnel Boring Machine
TCE	Temporary Construction Easement
TE	Traction Electrification
TFK	Traylor Frontier Kemper Joint Venture
TOD	Transit Oriented Development
TVM	Ticket Vending Machine
UAC	Unallocated Contingency
U-Link	University Link project
USFWS	U.S. Fish and Wildlife Service
UW	University Of Washington
UWS	University of Washington Station
VE	Value Engineering
VECP	Value Engineering Cost Proposal
WBS	Work Breakdown Structure
WSDOT	Washington Department of Transportation